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BMW CAR CLUB OF AMERICA'S

BIMMERLIFE

PACIFIC REGION EDITION • SPRING/SUMMER 2020

BimmerLife Magazine

Pacific Region Edition Spring/Summer 2020 Vol. 1 No.1

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As a publication of the BMW CCA, BimmerLife's mission is to inform, entertain, and promote a sense of community for our members.

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GUEST EDITOR: JACKIE JOURET

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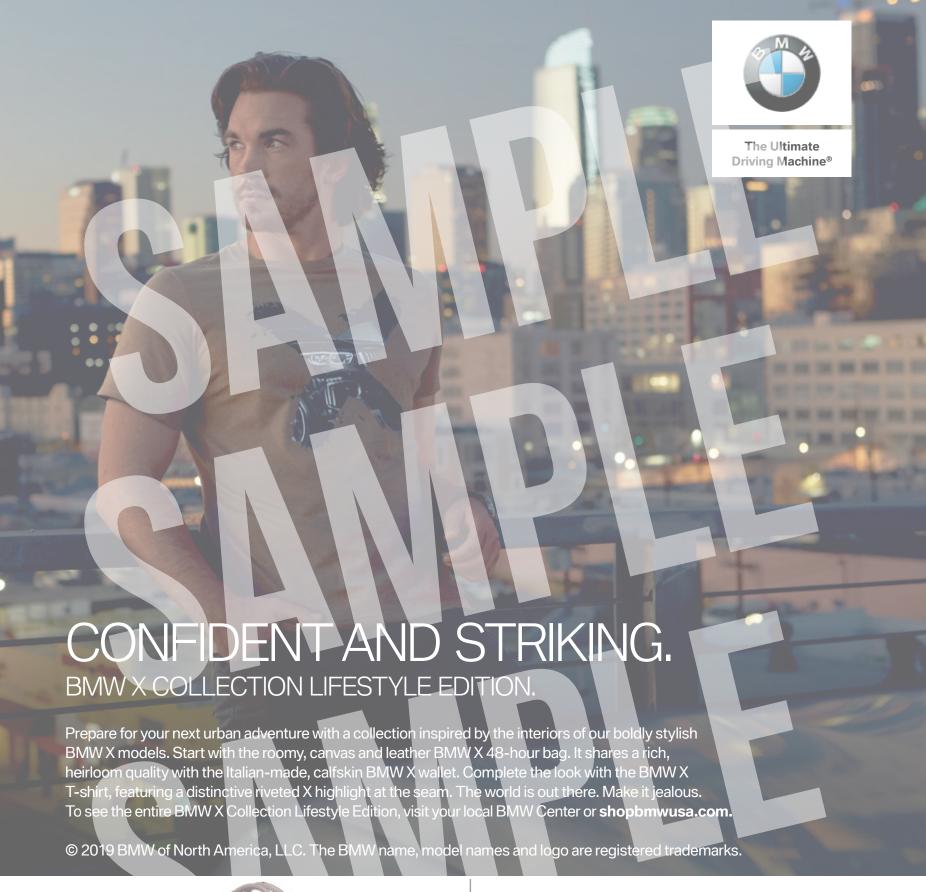


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JACKIE JOURET









DRIVING

BMW enthusiasts come from all walks of life, races, creeds, and countries. Whether you prefer vintage or new, original or tuned, manual or automatic, or even Imola Red or Laguna Seca Blue, we all value something a **BMW delivers** better than any other marque: **pure driving bliss.**

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Encompassing most of the western third of the United States, **BMW CCA's Pacific Region** is home to 13 chapters with thousands of BMW enthusiasts and hosts hundreds of local and regional events every year.



Z8 ROAD TO JOY

STORY AND PHOTOGRAPHS BY ANDREW MACPHERSON





A SUDDEN IMPULSE SPARKS A SPECTACULAR ROADSTER RUN TO CALIFORNIA'S WINE COUNTRY.

ouldn't you love to see the harvest moon rise over Napa's vineyards? And with the magic of the Internet, it became a rallying call for the most magical and memorable drive of the year.

The seed was planted on our forum in May, and by the time we closed the book on reservations at the end of July, we had confirmed fourteen cars, including three ship-ins from Texas, Oklahoma, and Washington—making it the second-largest gathering of Z8s we've seen in the USA.

Many of our drivers were bringing their Significant Others, too, which meant that we had to step up the game, and make sure that our passengers would have a lot to enjoy in what was a big chunk of driving, at least for all our Southern California cars.

Fast-forward to dawn on the last Thursday of September, and we're pulling into our traditional meeting point, Starbucks in Valencia, just north of where all LA's freeways merge into Interstate 5—the perfect place for cars from all over the LA area to gather for the run north. Within ten minutes we have all six



cars, three from LA, one from Orange County, and both of our long-distance guests from Washington and Oklahoma. As we roll down into the San Joaquin Valley, the low sun rakes across its hazy, open agricultural expanse. Once we're past the junction of Highway 99, down on the flat valley floor, we tear off thirty fast freeway miles to get a jump on the day before peeling off the I-5 at Buttonwillow.

There we fill up with gas and drop our tops for the drive over to the coast on glorious Highway 58, the road that made me move to California. Twenty years later, I'm still in love with it, whooping for joy as we tear up its twisted serpentine ascent out of the baking valley. Cresting the pass, 58 shoots arrow-straight across a high desert in a series of roller coasters that completely unload the suspension at anything over eighty. Then it changes again, leaving the high desert plateau to meander down toward the Paso River through low rolling hills, surrounded by California oaks, in a beautifully flowing 40-mile series of fast sweepers.

Fed and fueled, we head back north along Highway

1, which is beautiful for about half an hour—until we hit solid traffic in Carmel.

Sadly, our Washington car hits a rim-destroying pothole, forcing us to limp into Los Gatos to get it repaired. The run-flats do their work! However, the rim is too far gone, so we have to leave Tom and Lisa there to await a spare delivery in the morning, and carry on north to meet the Northern California crew at the Moss Beach Distillery for our prepaid dinner.

Leaving Los Gatos, we make a fast sprint north on the freeway as the moon rises to the east, then cross the coastal range and drop back into the thick, drizzling fog. We get to the restaurant just in time to get fed, fourteen hours after leaving home—a long day's drive!

Friday morning, the lineup of thirteen cars, all perfectly frosted with a thick coat of drizzle, makes for some interesting photos, but a very gray and dull drive north. Crossing the Golden Gate Bridge, the fog is so thick that we can't see one of its towers

IT'S THE REALIZATION OF

A LITTLE DREAM BORN
ONLINE, AND IT GIVES US
ALL A MOMENT OF SHARED
MAGIC FROM THE OPEN
COCKPITS OF OUR Z8S.









from the other, and as we carry on up Highway 1 toward Stinson Bay, it feels like we're driving in a cloud. But by the time we pass Point Reyes, we finally move inland far enough to see some sunlight and blue sky, which lifts the temperature—and our spirits.

After some fine oysters and great conversation, we pile back in our cars and head north to the Russian River, then turn inland to wind our way along its banks all the way into Sonoma, where we branch off and cross the hills into Calistoga at the head of Napa Valley. The Cottage Grove Inn is our destination; it's a charming row of little cottages facing each other, each with its own individual parking space, making it a perfect base for our team.

There we unpack, clean up from our day on the road, and prepare ourselves for dinner in Saint Helena, twenty minutes to the south. Leaving the inn just after sunset, we take the east side of the valley, turning onto Napa's glorious Silverado Trail. The full harvest moon peeps over the hills, majestically rising into the twilight sky as we start our gentle drive south. It's the realization of a little dream born online, and it gives us all a moment of shared magic from the open cockpits of our Z8s.

Our Northern California team has organized dinner at the glorious Tra Vigne restaurant, right in the gastronomic heart of old Saint Helena. That's where our final Z8 joins us, bringing our number to fourteen. After a delicious dinner, we cruise back along the Silverado trail, heated seats cranked up and hot air blasting from the vents to keep the autumn chill at bay as we enjoy the valley and its vineyards in the light of the full moon. Saturday starts out with our early-morning

TWENTY YEARS LATER, I
STILL LOVE THIS ROAD,
WHOOPING FOR JOY AS
WE TEAR UP ITS TWISTED
SERPENTINE ASCENT OUT
OF THE BAKING VALLEY.





fast-blast film, something that's become a Z8 tradition. We leave the inn under another gray layer of low cloud, which has made its way north from the bay, down near Sears Point. Pulling over at Anguin Road, we all attach our camaras-GoPros, Replays, Contours, whatever anyone has to make a video. Back in our cars, we climb out of the valley and above the fog into clear sunshine and a perfect blue morning. We pass through Anguin and drop down into Pope Valley, one of the truly great driving roads in California. Turning north at the Pope Valley Garage, we fly up the valley, all cameras rolling, through the high, twisty pass and down past broad white-fenced pastures to the north before pulling over to make sure everything is recording. Then we head back over the pass, south along an amazing, tight, twisty little river valley, and on around a large reservoir before dropping back down into Napa after a glorious hour of high-speed fun.

After our visit we made a group photo, then everyone meandered off to do their own individual tourist and shopping things for a couple of hours before gathering back at the inn and preparing for our grand gala dinner. John, our local

owner, persuaded the beautiful old Chateau Montelena (1882) to open their private dining room and prepare a meal for us.

Monday morning we're all up early, packed and on the road by eight, which means a crystal-clear 75° blue-sky run down Highway 1—with absolutely no traffic at all. An hour later we're taking on gas in Cambria. Knowing it's going to be over 100° inland, we put our tops up to enjoy the air-conditioned comfort of our cabins as we make the fast run back to town.

Sure enough, within ten miles of the coast, the temperature is over 90°, but the back roads I love are empty, and we make fast time all the way from Cambria across 58, and back onto I-5 for the final run into LA—where, arriving in the early afternoon, we see 115°!

What started as a sudden impulse has morphed into a 1,600-mile five day dash across the Golden State—an adventure that was simply magic. It defines why I love my new home, my car, and our Club: the pleasure and camaraderie of sharing glorious open-road drives and delicious meals with like-minded enthusiasts.



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CLASSIC DRIVE

LET'S TAKE AN ULTRA-RARE LIMITED-EDITION **EVO M3** ON A CLASSIC TOUR OF BRITAIN AND FRANCE.

STORY AND PHOTOGRAPHS BY JEREMY WALTON

hallenging BMW's 2002 for total legend status within the BMW Club kingdoms, any first-edition M3 is an exciting enticement to try a rewarding road trip. Our opportunity came with the fifteenth Euro Classic, a UK event organized by the Guild of Motoring Writers with a fully subscribed 28 runners, plus a service back-up VW and title sponsorship from P&O Ferries. And we were grateful that BMW UK loaned us an ultra-special first-edition M3 for the long weekend.

The professionally presented 79,000-mile limited-edition M3 covered 480 exhilarating miles from Dover in southeastern Britain to hop across the channel to northern France, plus some 44 miles of quiet contemplation at a steady 20 mph, stowed below decks on the 49,000-ton *Spirit of France* ferry. In the gloom of the car decks, the M3 kept classy company, including a trio of Bentleys from 1953 to 1996 and another trio—Jaguars from latest F-type to an XK 150 via an XK-E. A brace of Rolls-Royces

included an older 1930 Phantom—the biggest crowd attraction at over eighteen elongated feet—and there were several MGs.

My favorite MG was an MG YT Tourer from 1950 that author Andrew Morland shared with wife Katherine, the comfortable convertible imported in excellent condition from Australia. Former *Financial Times* journalist John Griffiths not only fielded his own rorty MGB V8, but also loaned a radically redeveloped MGF to American concours judge Bob Kocherand his wife, Constance. Griffiths also lent an MGB roadster to musician and photographer Reg Burnard.

Other entries covered a feisty 1953 Morgan Plus 4, a rare rust-surviving Lancia Beta Spyder, an Alfa Alfetta GTV, a shapely modern Maserati Cambiocorsa Spyder—run by outstanding PR people Denni and Peter Frater—plus the inevitable Porsche 911. A trio of Mazda MX-5s appeared alongside a baby 1958 Austin A35 and an Audi Quattro fielded by

route organizer and *Audi Driver* magazine founder-editor Paul Harris. Aside from the M3, the car I would most like to adopt as a keeper was a pretty and proven Lotus Elan restoration, one shrewdly bought by Peter and Lynne Burgess just before prices doubled in the UK.

In 2014, Britain featured some proper summer spells, so we quickly appreciated the sunroof as the M3 tracked out of BMW's UK headquarters and out into the thickest of the rush hour. The good nature of the high-horsepower-per-liter S14 engine was welcome, as it idled a tad below 1,000 regular rpm. As we levered from the clumsily isolated first gear—on a dogleg closest to the driver—through the hefty long-travel clutch to second and sequential ratios to fifth, the tough four-cylinder pulled from a little over 2,000 of the available 7,300 rpm.

Blending onto ramps and entering motorways is easier in such Old School vehicles; their windscreen pillars are slimmer, and the boxy body means that





what you see is virtually what you get—especially handy in parking lots. The hardware-hauling M3 dates back to the 1980s, but it punches way above a 2.3-liter status through the 3,500-to-5,500-rpm midrange. The rare-steak pleasure zone in this fabulous sixteen-valve is a seriously seductive soundtrack developing as you work from 5,500 to 7,000 revs.

There are no outright acceleration or cruising-speed handicaps in 2014 traffic, just a lot of sensitively steered speed. This M3 would hold a steady 4,000 and an indicated 85 mph as the oil-temperature gauge maintained less than 100°C, but no-limits tarmac can be consumed at a regular 110–120 mph, although it is naturally substantially rowdier in road, wind, and engine decibels at that pace. Fortunately, the capable brakes and so-cleverly-updated chassis (using many common parts with other BMWs) are a match for public road pace. In the past, I happily drove unmodified M3s on the track—but today I would uprate a track car with later chassis and braking tech.

Our first overnight was an unofficial stopover with friends some 73 miles from Dover's port. The organizers had arranged to meet us at 9:00 a.m. the next morning at the Battle of Britain Museum in Kent, just nine miles from the docks; the M3 did such a good job of cleaving through the morning rush hour and consuming the remaining motorway mileage that we had plenty of time to tour the museum and nibble a gorgeous slice of chocolate cake.

Once across the channel and disgorged in Thursday-afternoon France, we were based in the coastal resort of Le Touquet. Ahead of us in the initial French convoy, on gently winding minor coastal roads, was an assortment of period motorcars, from a white one-liter Austin—inevitably dubbed Snow-flake—to a properly red Lancia and equally proper dark green Morgan of father-and-son crew Jim and Guy Loveridge.

A short sprint onto the A16 inland motorway, and we appreciated just how rapidly a lightweight Morgan with 2.1-liter ex-Triumph TR3 engine can accelerate to a buffeting 70 mph. We settled the M3 in behind, knowing that the impending road tolls would see us able to operate the ticket and pay machines comfortably from the LHD steering, whilst the Morgan men might have a RHD and low-seating-position problem. Too true! Soon we were the ones who had to sprint round the Morgan to free it from the tollbooth, as precise parking trapped the occupants against a raised concrete curb.

The region reverberated to music-festival fever as we fled over enticing country roads, or bumbled into the leafy avenues of town and the not-verygrand Grand Hotel. From medieval to World War II museum rewinds, we traveled in rewarding style through weather that was a sparkling match for what I would describe as the best handling/grip/ride balance ever achieved by any BMW: sweet!

BLENDING ONTO
RAMPS AND ENTERING
MOTORWAYS IS EASIER
IN SUCH OLD SCHOOL
VEHICLES. WHAT YOU
SEE IS VIRTUALLY
WHAT YOU GET.













Besides pure driving pleasure, we steered this charismatic 25-year-old to visit two more battlefield museums from the Le Touquet base. Friday saw us headed out to what the English call Agincourt, while the French village name is Azincourt. Extraordinarily, the French have recorded an epic October 1415 defeat by their island neighbors in gallant detail; a 2001 visitor center contains three animated viewing rooms, and a re-creation of the armor worn on both sides.

For both outings, the sheer enjoyment of driving the M3 meant that we dipped in and out of the official route, which was properly defined by a road book with Tulip diagrams to international rally standards. We enjoyed some deserted country lanes from gravel over hard standing to bumpy throwbacks to postwar French off-camber tarmac. The silver-dream M3 was just magnificent over such going, agile beyond belief, with the engine providing enough snappy support to complement that legendary handling.

A great benefit over later BMW M-suspension settings is the comfort level. Only over low-speed hummocks in town, or on that old-school terrain, do road shocks intrude. Then the absorption and torso location of the front seats do a better-perceived job of deflecting any body jabs than my 2007 M Sport 1 Series.

M3 steering has been widely praised over the years,

and it is a model of refined rack-and-pinion accuracy, but it's a trifle low-geared for the sharpest turns on public roads (roundabouts, city intersections). M3 road cars had already seen a fresh ratio for the M3 over lesser 3 Series—and that rack gearing required further sharpening for track life.

FOR BOTH OUTINGS, THE SHEER ENJOYMENT OF DRIVING THE M3 MEANT THAT WE DIPPED IN AND OUT OF THE OFFICIAL ROUTE.

Catering for more than 50 adults overseas in largely British motorcars is bound to prompt the odd misadventure. Hiccups interrupted the progress of the Jag E-type—XK-E to you—tricky to fix, since the fuel pump is buried in the fuel tank, whereas every original Mini owner knew that a good tap on the external SU petrol pump would usually restore service. Failing that, a swift kick up the Mini's miniscule rump might

do the trick, but this was often because a trunkmounted battery ground had gone walkabout.

Sadly, Snowflake, the baby Austin, suffered most, head-gasket failure demanding the combination of practical mechanic owner Kim Henson's knowhow gathered on his 22-British-cars collection and the outside-workbench hotel-carpark help of the VW professionals. They sorted the Austin back to full health in a little over three hours, using a gasket Kim had left in the trunk since 1989.

The social side was strong, covering a casino dinner, our own choice of meals and snacks—taken in full French courtyard or sea-front ambience, often with a musical soundtrack. The final night fulfilled the worst nightmares of our children, as alleged adults proved they could do Dad (or Granddad) Dancing.

Sunday's trip back along the coast to Calais saw us at subdued legal speeds, but still able to catch an early ferry, along with that remarkable 1930 Rolls—which we encountered outside Calais in stately open-air 65-mph cruise mode.

Sincere thanks to all who made this an affordably enjoyable trip—most of all to BMW UK for letting this legendary and increasingly valuable M3 rarity out to play.



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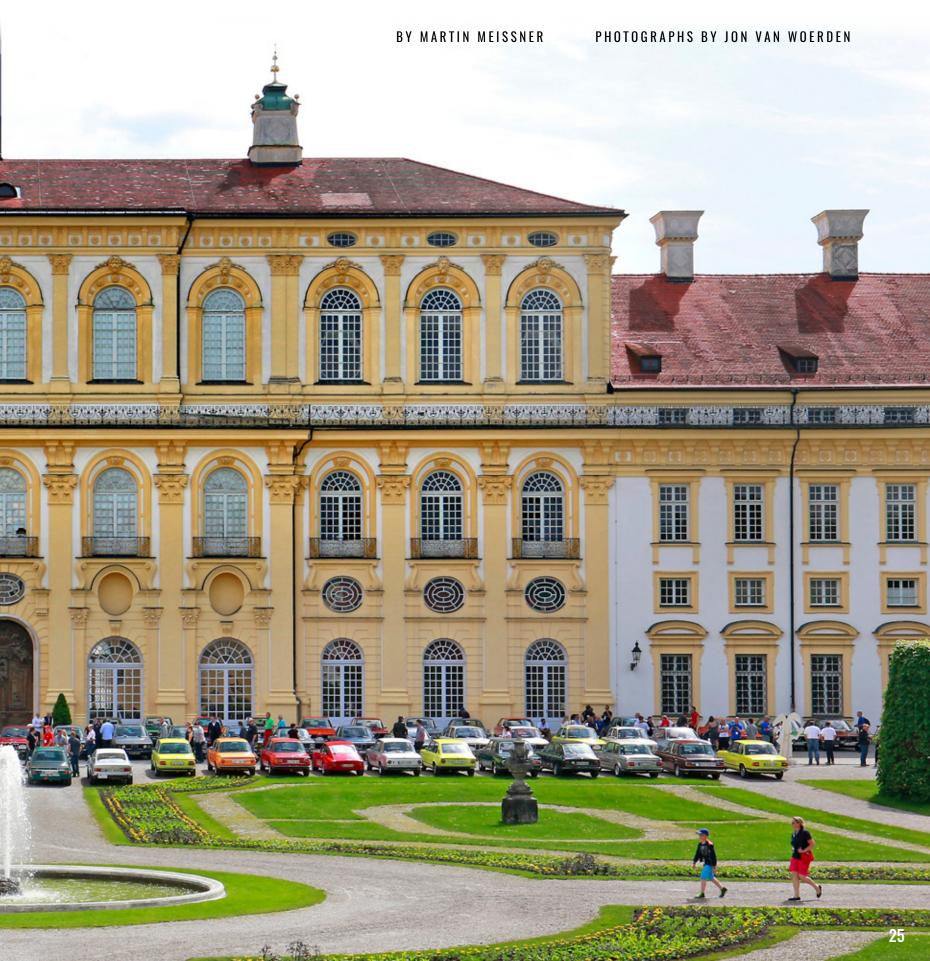
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BAVARIA TOUR



A DOUBLE-ANNIVERSARY EVENT FINDS MANY OLD BMWS CRUISING THE BAVARIAN ALPS.









entenary celebrations for BMW abound this year as BMW enthusiasts around the world eyed their calendars and planned their vacations around events near and far. For "oldtimer" (vintage cars, in Germanspeak) enthusiasts in Europe, one of the long-anticipated events was the 2016 Bavaria Tour, which started in 2002—surprise! Subsequent events were held in 2006 and 2011.

The Bavaria Tour is hosted by the BMW 2002 Club of Germany—but as always, events like this typically fall to the hands of one person. For the Bavaria Tour, that's Andy Andexer. Andy, his daughter Stephanie, and most of the rest of their family—along with no shortage of 2002 Club volunteers—have put each of the four events together. Andexer is about as dyed-in-the-wool as any 02 enthusiast can get; he's known in 2002 circles as Mr. Cabriolet, and is the go-to guy when you need those parts for your 02 cabriolet or Targa that are made of unobtanium.

In 2011, Andexer et al had organized what was to be the last Bavaria Tour, a celebration of the 50th anniversary of the Neue Klasse sedans—the cars that brought BMW back from the edge of bankruptcy. Then in his late 70s, Andexer said it was just too much work. But a combination of passionate pleas from the vintage-BMW community and a commitment from BMW to assist with planning efforts pushed him to do it all again one more time in 2016; after all, it was going to be a special year, a double anniversary: 50 years of the BMW 02-series cars, and 100 years of BMW. Andexer said that even with the prospect of divorce papers being drawn up by both his wife and Stephanie's husband, they agreed to do it again—the last, final Bavaria Tour.

To say that this event was highly anticipated by the European vintage-BMW community in Europe is an understatement of epic proportion. Only a handful

of BMW models are permitted to participate in the Bavaria Tour, including all variants of 02s, such as the 1600GT, Neue Klasse sedans, E3 sedans—the Bavaria/3.0si in the U.S.—and E9 2000 CS, 2800 CS, and 3.0CS coupes. But even with such a limited registration, all 250 of the initial slots were filled a year in advance—in just 48 hours—and a long waiting list was created.

Then it was time for owners all over Europe to set about getting their cars ready, from minor tune-

TO SAY THAT THIS

EVENT WAS HIGHLY

ANTICIPATED BY THE

EUROPEAN VINTAGE-BMW

COMMUNITY IN EUROPE IS

AN UNDERSTATEMENT OF

EPIC PROPORTION.

ups and repairs to complete restorations. Whether they were original early 6-volt 1600 sedans, the final 1502s that were assembled alongside the first E21 3 Series, or any version in between, all were preparing to converge on the little town of Oberammergau in the foothills of the Bavarian Alps.

A small contingent of North American vintage-BMW enthusiasts were ready to jump on registration as soon as it opened. Team USA was

established by Florida collector Dirk de Groen and his wife, Alexandra. The rest of the contingent included Peter Cordes from California and his German navigator, Dirk Reuben; Terry Sayther and Debbie Stuart from Texas, as were Ed and Elliot Tinsley; Mike and Eileen Pugh from North Carolina; Tim and Jan Abendroth from Louisiana; and finally Jon van Woerden and me from Florida.

Registration completed, now each team had to decide what they would drive in the event. Solutions came in various forms; the de Groens had initially planned to ship a car to Europe, but ended up renting a pretty blue 2002 Targa from BMW Classic for the event. Sayther and Stuart bought a very nice Inka orange 2002 Touring through their connections in Europe. The Pughs borrowed a 2002 Targa from longtime friends Dutch friends Jeff and Adeline Kok, and the Abendroths shipped Tim's 1974 2002tii—complete with big American bumpers—to Germany (there was a lot of talk about the "American" car at the event). Through Jeffrey Kok's connections, I was able to find a 2002 in Holland; while suitable, it would need to be resurrected after a 25-year slumber before the event.

The months flew by, and suddenly the event was upon us. Jon and I arrived the week before the event in Amsterdam and made our way to the Koks' to meet up with my ride, called the Red Baron for its close-to-Verona red paint. With most of the mechanical refreshing completed, the to-do list was short—but so was time. Our plan was to join a caravan leaving from Amsterdam the following Tuesday; the weekend allowed time for some shakedown runs. Kok had been putting miles on the Red Baron, but I wanted some seat time before heading out for a week's worth of driving.

A vintage BMW event in Holland provided the perfect shake-down run. It was about two hours





away, and a rainy Saturday provided all the testing we needed for both the mechanical and electrical systems. There were more than 400 vintage BMWs at the event, from late-'60s 02s to early-'90s 5 Series cars. The Dutch are seriously passionate about their vintage BMWs!

Sunday and Monday involved completing the punch list on Red Baron; we also checked out the Targa that Mike Pugh would drive and Kok's tii Touring to make sure they were good to go. Early Tuesday morning, the caravan assembled at the Kok residence, and a gaggle of brightly-colored 2002s hit the highway, pointed southeast. We made our way to Stuttgart and rested for the evening; the next day was the final run into Oberammergau.

The cars in the caravan were running strong, and the next morning's run was perfect. The cloudy, drizzly weather cleared, and we started to encounter other cars headed toward the event. The first sighting was a very early 1600 all the way from Norway, cruising along in the slow lane. Our lunch stop found a whole crew from the UK as well as another group from Holland; it seemed like half of the parking lot at the Autobahn rest stop was old BMWs!

The weather only got better as we crossed through Memmingen and onto some secondary highways. The Alps started to come into view as we sliced through beautiful green pastures and countless small villages. Before long we were taking the last turn into the town of Oberammergau. the pretty little

village that's world-famous for their Passion Play every ten years. Next up was to head over to registration. When we turned the corner and approached the event headquarters, we saw a sea of 2002s, along with with NKs, Big Sedans, and E9 coupes. Vibrant '70s-era colors mixed with more traditional silvers, blues, reds, whites—and of course Malaga. 2002

CABRIOLETS AND TARGAS ARE SO PLENTIFUL THAT THEY'RE

WHEN CARS LIKE 2002

THAT'S SAYING SOMETHING.

ALMOST PEDESTRIAN—WELL.

Turbos, sedans, convertibles, Targas, and Tourings—even a couple rare Alpinas—we didn't know where to look next.

Registration featured a large screen that announced your arrival by posting a picture of your car and a welcome message with your name. No sooner had we arrived than we were running into old friends and acquaintances, while meeting long-time forum

and Facebook friends in person for the first time. People and cars continuously arrived from all over Europe; more than 650 people representing sixteen countries from three continents assembled in Oberammergau!

The event itself is primarily focused on driving. The first and third days feature day-long 150-mile routes. A choice of events at BMW's Munich facilities was planned for the second day. Each evening the group would all come together in the big festival hall for dinner; it was quite the feat to feed 650 hungry people while offering them three different choices!

Each tour was broken into two-hour legs. Between departure and the lunch stop there was a coffee stop, and in the afternoon there was a tea" stop. These breaks allowed a stretch of the legs and a chance to take in the beauty of the Alps—and to get a closer look at some of the other cars. The lunch stops on both days were at picturesque chalets.

The first morning out, most of Team USA met up at the departure point and left together. It soon became apparent that there were tourists and there were drivers in the group, so those who wanted to really stretch their cars' legs jumped out from the rest of the group. I chased de Groen in his blue Targa; Dirk and Alexandra have completed the Peking to Paris Rally, so I was quite comfortable letting them take the lead and do the navigating. I just focused on enjoying the roads.



Dirk kept a brisk pace, and I loved carving across alpine fields looking out at snow-capped peaks and still lakes. The run to the lunch stop covered an incredible winding road; de Groen and I were like a couple of drivers trying to set the record on a hillclimb, using the whole road. The route continued into Austria, then up and around and back to our base. The route planning was spectacular; never once did we get out on an Autobahn. Secondary highways were as busy as it got, and even many of those were only to get us to the next country road. These wonderful winding paths were nothing more than paved horse-and-buggy paths from ages gone by; they took us through small villages that at times made us wonder if we were still on the right road, since we were passing through barnyards and between houses.

The next day's adventures at BMW called for an early departure and a quick run up the Autobahn. Everyone was headed for the Neues Schloss (new castle) in Oberschleissheim on the outskirts of Munich. Of course, the "new castle" was actually built in the early 1700s. The sight of almost all the participants' cars together on the grounds of the castle was certainly an amazing image: vintage BMWs as far as the eye could see.

As luck would have it, we were directed to park right in the middle of everything. There sat the crusty little Red Baron, only a couple yards from some of the rarest 02s made by BMW. One was Andy Andexer's BMW 2002ti, Diana, one of twelve commissioned by BMW dealer and race-car-driver Hubert Hahne,

and named for his wife. The other was a BMW 2002 GT4, one of two Frua-designed concept cars—and the only one restored and drivable.

Participants had a choice of a guided tour of BMW Welt, a guided tour of the BMW Museum, or a guided tour of the newly opened BMW Group Classic headquarters. Jon Van Woerden and I jumped at the chance to visit BMW Group Classic. This building was one of the first sites of BMW in Munich when the company's shares were purchased by the Knorr Bremse brake company. Recently repurchased from Knorr Bremse, the facility has been completely restored and upgraded.

Besides the offices for BMW Group Classic, a large multimedia presentation room and huge storage hall are parts of the facility. Two large modern glass workshops have been constructed on the site to accommodate some of the maintenance requirements of BMW's large collection—but the facility is also open for service on private owners' cars.

The 80 or so cars in the storage area were an eclectic mix of BMW history: an M1 beside a South African E30 333i—I sooo want that car!—beside a Karl Lagerfeld Individual E32 7 Series next to a 507. You get the idea. There was a selection of 328 Mille Miglia cars just back from this year's Mille Miglia Historico, all bug-splattered and dirty—dirty, grimy, irreplaceable classic cars that had been driven hard.

All too soon it was time to head back, stopping by

BMW Welt, where we met our Dutch friends—and found 2002s parked all around BMW Welt, and also up on the concourse around the BMW Museum "bowl." I was not about to miss a chance to park my car on the concourse, so we drove around and found the entrance to the museum.

Back in Oberammergau, as we walked in to dinner I overheard someone say, "I never thought I'd ever say this, but I'm actually getting a bit tired of taking pictures of 2002s." When cars like 2002 cabriolets and Targas are so plentiful that they're almost pedestrian—well, that's saying something.

The last day of the tour was another day of amazing roads, cows causing traffic jams, and beautiful scenery. The final dinner was a tad melancholy, kind of like that last night at summer camp, when you realize its all coming to an end and no one's quite ready for it to. The next morning we packed up and headed to the registration hall to say our goodbyes.

Our group made the return trip a two-day affair that included seeing the Zeppelin Museum in Friedrichshafen, as well as a very impressive private BMW collection. Then it was up to Stuttgart to take in the Speyer Technik museum and the museum of the three-pointed star before heading back to Purmurrend. The little Red Baron ran like a champion; everyone had been surprised that a car which had lain dormant for 25 years could be awakened and driven over 3,000 kilometers in an enthusiastic manner, and never skip a beat. It's a real testament to the toughness of the 2002.





So even after a few laps of joyous dancing through the Corkscrew, trusting the physics through Turns Nine and Ten, and actually wishing for more power and torque accelerating out of Eleven, there is never a thought of complaint: I mean, BMW M2, man; shut up!

It is absolutely that good.

But so is the M4. So is the M235i, for all that—at least kinda sorta. No, the M2 is not as fast as its bigger siblings, the M3 and M4. But it takes their best bits and adds them to a (slightly) smaller shell. It feels more nimble, more personal, a bit closer to being a sports car rather than a sport sedan. Sure, it's still heavy at 3,450 pounds—that's with the six-speed manual; the optional seven-speed double-clutch gearbox adds another 55 pounds—but it feels more nimble than the M4, which weighs just a few pounds more. And when you stuff the M4 differential under the back end of a 2 Series, and you have to punch out the fenders to fit over the Michelin 265s, and you have to blow out the front fenders to cover 245 rubber, and you tweak the N55 turbomotor to ten, if not eleven—and you do this all for a bargain basement price—then holy sweet mother of motorsport, you've got yourself an auto-mo-bile.

Did I say bargain price? I meant it.

Assume we are hangin' out with an assortment of

BMW enthusiasts—or, as they are known in my neighborhood, BMW nut-ball fanatics. I guarandamn-tee that at least one among us will opine that the last real M3 was the noble E30, the car genuinely built to satisfy homologation requirements for European Touring Car racing. I, too, admire and love the E30 M3, but even its most ardent fans will concede, every once in a while, that technology has advanced performance possibilities in the last 30 years. So let's see what those advances have cost us.

Look back: The 1988 M3 had a manufacturer's suggested price of about \$35,000. Now, when you plot the history of the dollar, you find that 35,000 1988 dollars equals \$71,736 in 2015. (I know, I know: Every time I do the math, I get depressed.) So if BMW came out with an E30 today, it should cost nearly \$72,000.

The M2 has a price of just \$52,695—and that includes almost a thousand in shipping and handling.

If we compare the M2 to the M235i, its closest living relative, the M2 is costlier, of course—but not by all that much. Even if you eschew metallic paint, bringing the MSRP of the M235i down to \$46,140, the mere addition of a limited-slip differential will bump it up another \$3,240 to \$48,385. At this point, you're about 10% off the cost of the



THE M2: IT'S WHAT THE
E36 M3 MIGHT HAVE
EVOLVED INTO IF BMW
M HADN'T FED THE POOR
THING A DIET OF STEROIDS.





THE M2 HAS ENOUGH POWER TO FEEL QUICK, BUT NOT INTIMIDATING.

M2, which comes with the M limited-slip differential—and if you're a driver, there's no question about your choice.

On the track, the M2 will bring tears of joy: At last, a reasonably fast car without the intimidation factor of, say, an M5. I do not have to be the fastest guy around a track like Laguna Seca, but I do have to feel confident that my abilities and the car's are somewhat compatible—and I believe that I could happily spend a day in this car honing my line and trying new approaches to corners I've driven for decades, without ever feeling that I was over my head.

The M2 has enough power to feel quick, but not intimidating, and enough torque to kick out a bit if you try to pinch it in too much on the exit of Laguna Seca's infamous Turn Two, a corner I hate like a festering boil.

And while we're still on the track, let me point out an interesting feature of the seven-speed double-clutch transmission. As you know, if you flick the downshift paddle in a situation where the revs are too high, nothing happens. With a true automatic, you just have to wait until the revs are in the proper range and downshift again. Ah, but the seven-speed DCT has the ability to "stack" the gear changes; let's say you are braking hard into Turn Eleven, where you need to be in second gear, so you get off the gas and get on the brakes and pull the lever once, twice—and

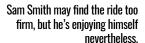
nothing happens. But then, as you continue to brake, vrrAPPa! VrrAPPa!, the revs come up and the box changes down, and you get back on the gas to power through the turn. This must be what racers of the '30s felt with their electric pre-selector gearboxes.

Ah, Monterey! I can't think of many better places to launch an M car—and not just because of the track. Monterey County features many miles of twisty roads that wind their way through the oak-covered hills. For this part of the launch, manual-transmission cars were available if you queued up early and fought off insurgents—I DON'T CARE IF IT'S THE LAST CAR, DAMMIT, I NEED A MANUAL—until you had the key fob in your sweaty mitts.

And for my co-driver, I lassoed none other than $\operatorname{Sam}\operatorname{Smith}.$

Now, Sam Smith, like Cammisa and every other hard-nosed flinty-eyed journalist, takes a pretty critical view of things; nobody doesn't love the M2 for half a dozen reasons, but none of us found it perfect, either. On the country roads, Sam felt that the car was a bit firm for his liking. But since I well remember the comfort level of the E46 M3, a dental device designed to remove fillings at every railroad crossing, I found no fault whatsoever with the ride of the M2; I believe that I could easily drive it for eight or ten hours straight without undue discomfort.

In fact, I found the M2 an absolute delight to drive





M2 TEST DRIVE

briskly through the boonies on its almost-square 265/245 Michelin Super Sports. There is a smidgen of understeer—make that two smidgens on the track—but it is easily dealt with. The acceleration is perfectly adequate, especially when you invoke those extra overboost torquinis. According to the published specifications, zero to sixty is just over four seconds with the dopplebanger seven-speed, somewhat slower if you insist on three pedals.

Now, lest you think that I've just drunk the BMW Kool-Aid, and that my colleagues have more critical judgment than I, let me add a few critical points of my own. First, there is the ingenious computer-driven rev-matching function in the manual-transmission cars. Yes, it brings the revs up during downshifts, just like the seven-speed DCT, so you can look like a real driver. But some of us—well, we worked for a number of years to perfect our downshifting technique, now, didn't we? And it really torques my spleen to realize that now any wet-behind-the-ears stripling with \$52,695 in his Levi's can get around Laguna Seca as smoothly as I can.

But if he wants to get good at actually rev-matching

by himself, he can't.

It's not that the M2's rev-matching can't be cancelled, because it can. However, BMW has it backwards: Rev-matching is your companion, welcome or not, in Comfort, Sport, and Sport Plus modes; the only way to cancel it is to mash down the Kill Me button until the alarms go off. Now you have no rev-matching—and also no DSC, DTC, M-Save-Yer-Butt, nothing.

I'd prefer a simple on-off switch. How hard could that be?

My only other complaint is probably just another personal idiosyncrasy. For years, BMW has been making fatter and fatter padded-leather M steering wheels, and when I say padded, I mean hard and smooth like leather-covered granite. And of course they have to treat the leather, so your panicky sweaty palms won't rot the wheel within six weeks.

The result, in Sport Plus, is a 3,500-pound car in the Corkscrew that's trying with all its might to resist your effort to turn the hard, shiny wheel, which you clutch with a tighter and tighter grip for fear of

feeling it slip through your fingers in a lock-to-lock rally tank-slapper. Fortunately, BMW has also made available certain options through BMW Performance parts, and one of those is an Alcantara-covered steering wheel. If I were to buy an M2—and believe me, if I weren't over my carmax already, I'd have my order in—it would definitely have the BMW Performance Alcantara wheel.

I am sure that there are many more options that will allow you to tune your M2 to your exact taste—but of course those will drive the price upward. BMW CCA members have been crying for years that BMW should get back to the basics, build a car that's fast (enough), a car that handles (brilliantly), a car that a younger enthusiast could afford (hey, Dad?); BMW, it seems, has been listening, and has accepted the challenge. If BMW fanatics mean what they've been saying, they'll be hitting the configurator as soon as it goes online.

After all, it's going to take a lot of extra options to reach the cost of an E30 M3.







BERTONE REBORN



"WE WANTED TO CREATE
A MODERN MID-SIZE
COUPE THAT WAS
FAITHFUL TO BMW'S
DESIGN LANGUAGE, BUT
THAT WAS ALSO MORE
FUTURISTIC—AND EVEN A
BIT PROVOCATIVE."

Episode !: This is a tale of mystery and suspense, of beauty and desire, of high hopes and dashed expectations. It has romance in it, and lost treasure, too: A ravishing beauty needs to be rescued, and a noble Dutchman attempts to do just that. There is your inspired Italian artist, and enough intrigue to make Iago look like a saint.

The story begins fittingly in the small Italian village of Grugliasco, just north of Turin, where (for the time being, at least) the story also came to its conclusion, or at least somewhere reasonably close, as our beauty makes a spectacular return to glory amid industrious craftsmen and stunned admirers. The object of desire, of course, is a BMW, namely the 2002ti "Garmisch," briefly introduced to the public at the Geneva Motor Show in 1970.

You are forgiven if you've never heard of it.

Let's go back half a century to northern Italy, where a star was born out of hope and at least a little bit of dire necessity. At the time, Bertone Stile, the design studio of Nuccio Bertone, was in intense competition with a few other designers in Milan and Turin in securing the next big job from BMW, a company which had worked closely with almost all of them over the years. Those arrangements were quite common, going all the way back to the late 1930s, when Carrozzeria Touring first turned BMW's highly successful 328 sports car into the lightweight aluminum BMW 328 Mille Miglia. After the war, the German-Italian connection











DERTONE'S STAR DESIGNER, MARCELLO GANDIN, WAS ASKED TO ONE-UP MICHELOTTI AND HIS NEUE KLASSE COUPE—AND TURN A 2002ti Into something breathtaking to show in geneva.

continued with Giovanni Michelotti's BMW 700, and later with his groundbreaking design of the *Neue Klasse* 1500—and then, of course, with the BMW 2002 itself. In the 1970s, Giorgio Giugiaro created the legendary wedge shape of the BMW M1, which was based on BMW's Paul Bracq's concept and put sports-car design on its head.

All those famous Italian designers dearly needed their friends across the Alps, sometimes for sheer survival. They were independent contractors, and relied on their income from the factories in the North. Mostly, the studios pitched their models on spec, hoping first that major manufacturers liked the design, second that they appreciated their commitment, and finally that they would continue to send work. That's about how it happened in the late '60s, when Bertone's star designer, Marcello Gandini—the daring genius behind the Lamborghini Miura and the revolutionary Lancia Stratos Zero, and in charge of Bertone's design department at the time—was tasked to one-up Michelotti and his *Neue Klasse*

coupe, and turn a 2002ti into something breathtaking to show in Geneva.

Episode II: "The original idea for the BMW Garmisch came from Nuccio Bertone himself, who wanted to consolidate his existing relationship with BMW by designing a surprise show car for the Geneva Motor Show," recalls Gandini. "We wanted to create a modern mid-sized coupe that was faithful to BMW's design language, but that was also more futuristic and even a bit provocative." In just a few months, Gandini and his team rebuilt a BMW 2002ti, changing the overall proportions to make the car look more contemporary—and adding a series of design cues that were certain to raise BMW's attention at the Geneva show.

While the side profile of the car was very sleek and clean, the most distinctive design feature of the car was its bold, vertical, almost angular variation of BMW's kidney-shaped grille. That was flanked by square glass-covered headlights that gave the car a

very different look and presence. Equally impressive were a pair of spectacular louvers on the C-pillars and the iconic honeycomb mesh over the rear window, a trademark element of Gandini's style that can also be found on the outlandish Lamborghini Marzal concept car.

Unlike in other show cars of their time, the interior of Bertone's car was fully developed as well. On the center console, the designer placed a rather unusual vertical radio, while the passenger found a lavishly oversize mirror when opening the humungous glove box. In addition to these little touches, Gandini chose a flamboyant mix of 1970s cream colors and *en vogue* materials, adding an elegant Piemontese twist to the rather functional interior design norms of the time.

Things looked promising at first; Bertone already had a solid in with Wilhelm Hofmeister, BMW's influential head of design, after Giorgio Giugiaro had designed the BMW 3200CS in 1961 while working for Bertoni. Bertone was under considerable pressure at the time, because his company had









OF THE TIME, THE INTERIOR OF BERTONE'S CAR WAS FULLY DEVELOPED AND FINISHED.

idle manufacturing facilities that needed to be used, so the Italians tried everything to lure BMW, including choosing a name that would be attractive to the Bavarians—or so they thought.

"We picked the name *Garmisch* because skiing was very popular in Italy at that time," says Gandini, referring to the ski town in the Bavarian Alps. "It evoked dreams of winter sports and alpine elegance. And of course Garmisch was close to Munich." Just to make sure, they not only put *Garmisch* in surprisingly big letters on the trunk, Gandini even had the word stenciled on the door-lock knobs.

Alas, it didn't help. BMW was not swayed (and somehow one cannot help but being glad). The fact that any kind of a Garmisch production was nixed, however, did not keep BMW from using some of Gandini's design elements and lines for the 5 Series that followed the success of the *Neue Klasse*.

In any case, after the debacle, Bertone made the original Garmisch simply disappear.

Episude 3: One day, some four-and-a-half decades later, Adrian van Hooydonk, BMW Group's head of design, came across a faded vintage photograph of a sleek, modest-looking car with light gold paint casually parked on a street in front of a beige stone wall. "I first saw this picture many years ago, and I never really got it out of my head," he says. "The car looked like something from the past, but I still found it surprisingly modern."

Van Hooydonk put together a team from the BMW Group Design and BMW Classic departments and sent them on their way. It took no time to discover that, yes, it is a Bertone, and yes, it was designed by Gandini—who at 80 is still alive and very much kicking. "When I first heard that BMW wanted to recreate the BMW Garmisch, I was a bit surprised," Marcello Gandini recalls. His first meeting with Hooydonk, came when the DME design chief visited him in Turin in the summer of 2018 to ask for his approval.

But shortly after that, van Hooydonk's team hit the

wall. The original car from the 1970 Geneva Show had been destroyed after the unsuccessful showing, thus putting a damper on von Hooydonk's hope to simply locate the car and restore its beauty. Since original documents of the BMW Garmisch were extremely sparse, the interdisciplinary team had to retrace every detail of the car's exterior and interior from a small selection of period images, most of them only available in black and white. "We looked at the few pictures we had," remembers one leading member of the team, "and I fell into a deep depression. There were no master plans, no drawings, *nada*. And we desperately wanted to get the car to the Concorso at Villa d'Este. Time was of the essence."

Researching the photographs for the smallest clues, they discovered that the vertically installed radio and the air nozzles on top of the dash actually came from a 1969 Fiat, and immediately started to track those down. Gandini himself contributed to the research process with memories from the creation of the car, allowing the design team to refabricate key details











such as the exterior color—a light Champagne Metallic in line with Italian fashion trends of the time—and the interior materials and trim.

Episude 4: "Then one day the phone rings," remembers another member of the research team, "and there is this Italian lawyer on the phone, saying that Aste Bolaffi is auctioning off a lot of old Bertone stuff out of their bankruptcy sale." The venerable but troubled design company had finally lost their fight, and Nuccio's widow, Lilli, had agreed to the bankruptcy proceedings in 2014; four years and many a lawsuit later, the auction was on. So three members of BMW's Garmisch team packed their bags and were on their way to Turin and the auction house of Aste Bolaffi.

"We were ecstatic," says one member. "We were looking through all the drawings, the technical documents, everything. They auctioned off everything that was movable—desks, chair, files. We checked the lots, thought we found what we were looking for, and secured our stuff. We were happy, problems solved. Then we went to Munich to report back."

Things went well in Munich. BMW AG's top brass were approving the purchase of all the Garmisch materials, and van Hooydonk was on Cloud Nine.

Then the Italian government got involved. Days before the sale was to have gone through, the Italian equivalent of the Department Of The Interior vetoed the sale of "Italian cultural heritage" to foreign entities.

Reboot

Episode 5: Meanwhile, back in Munich, the BMW Design teams were working diligently nonetheless, using the latest 3D modeling technologies to revive and specify the original structures and shapes in recreating the Car That Didn't Exist.

And after all the setbacks, all the painstaking research and time pressures, they managed to produce design drawings and specifications in only four months. After that the project was transferred to Turin, where the BMW Garmisch was actually coach-built by skilled craftsmen—just like the original car almost 50

years ago.

"I am very pleased that I was able to be part of this project and happy that BMW chose to recall this enjoyable past," says Gandini. "Having seen the final car, it is hard for me to even distinguish it from the original."

Nor was Gandini the only pleased observer. "Seeing the car completed was quite special," says van Hooydonk. "I am used to seeing new designs all the time, and all of a sudden, there I was in Turin, seeing a car that I knew was brand-new, but somehow seemed to come straight from the 1970s. I think for Marcello Gandini it was quite moving as well; he told me that he felt 25 years younger when he stood next to me. I took that as a compliment for the entire team that built this car."

The BMW 2002ti Garmisch was shown as the centerpiece of BMW's display at the Concorso d'Eleganza at the Villa d'Este in Cernobbio, Italy.



ADD THE LIFESTYLE OPTION

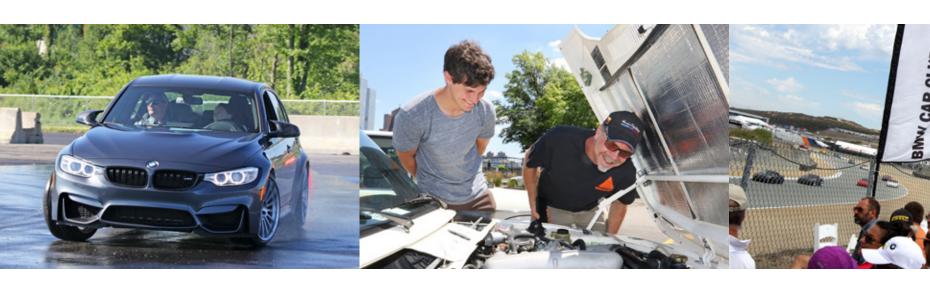
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CHAPTER NEWS AND EVENTS

BMW Car Club PACIFIC REGION BMW CCA's Pacific Region includes 13 local chapters for members to enjoy in the far-west states. This section of BimmerLife contains news, articles, and memories from these chapters to inform our current members and inspire **INLAND EMPIRE CHAPTER** prospective newcomers! PUGET SOUND CHAPTER **OREGON CHAPTER** SIERRA CHAPTER SACRAMENTO VALLEY CHAPTER **GOLDEN GATE CHAPTER** CENTRAL CALIFORNIA CHAPTER LOS ANGELES CHAPTER **SIN CITY CHAPTER SAN DIEGO CHAPTER ROADRUNNER CHAPTER SONORA CHAPTER HAWAII CHAPTER**



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ABOUT THE ROADRUNNER CHAPTER

Organized in 1987, the Roadrunner Chapter of the BMW Car Club of America is a not-for-profit volunteer organization that serves BMW car enthusiasts throughout Central and Northern Arizona. We host a variety of educational, social, driving skill, and charity events throughout the year, and provide a venue for members to share information, stories, and memories related to BMW automobiles.

Summer is in full swing with blistering temperatures reaching well into the 110's. Its no surprise that drivers and enthusiasts are looking forward to escaping the heat with the upcoming Drive 4 Corners BMW Meet. Held in August from the 15th -18th, this event is the largest BMW

gathering in the Rocky Mountain Region. If you're interested in attending, visit our event page and click the link to learn more info. In other news, the editorial team for the Pferdestärken is excited to announce the appointing of Adam Armor as a regular contributor/content writer for our newsletter. His recent articles include techsavvy discussion, intriguing storytelling, and humorous flair that we feel will be an excellent addition to the Pferdestärken. You

can find his latest article, "Bucket List, Pt. 1," on page 11 of this issue.

As always, the editorial team is eagerly seeking for new content and ideas. If you or anyone you know would like to contribute, please do not hesitate to reach out to us!









JUST BREATHE

BY CHRIS FINLAY

Have I ever mentioned that I love engines? To most enthusiasts, they are the heart and soul of any car. It is my opinion that every great car has to have an engine to match—or better yet, an engine that truly defines—the car.

This is an affliction that may require a twelve-step program. When I think of all of my favorite cars in history, they all hit that soft spot in my brain, the one that says *This is what mechanical power and glory feels and sounds like.* All of the intricate engineering comes together to beautifully conjure up an elixir that is just intoxicating.

With that said, these are strange days, in some ways, to be a BMW enthusiast. For the first time in 25 years, there is no BMW on *Car and Driver*'s "10 Best" list. However, as their staffers put it, "Look at the bright side: BMW still builds great engines." It made me think, yes, that was a key element that drew me to the brand decades ago—the sweet sewing-machine-smooth sound of the inline sixes, or the more brutish, but silky, sound of the independent-throttle-body V8s.

I have a confession to make: I do not own an M3, I own an S65B40 (that's my car's engine code for its V8). That V8, by the way, is an S85 V10 with two cylinders hacked off. Both of these engines are highly decorated, and the V10 version holds the BMW record for power output for naturally aspirated (i.e., non-turbocharged) engines. They were, however, the end of an era, as BMW no longer makes any naturally aspirated engines.

In fact, this trend is happening to all engine manufacturers, even Ferrari! Thankfully, Lamborghini is one of the few holdouts, so it looks like Ferruccio may have the last laugh after all.

What is all this talk about natural aspiration and turbocharging? Well, it's the point of this Tech Talk: it's all about breathing. Just like an elite athlete, a car's performance is directly tied to how well it can breathe. Air needs to come in and it needs to come out, just like your lungs.

Internal-combustion engines are basically an air pump, so the power you can create has a direct

relationship with not only how well it can get air into its cylinders, but also how efficiently it can be removed through the exhaust. Naturally aspirated engines are limited to regular air pressure to take in a breath, but turbocharging uses a fan system (for lack of a better word) to force more air in when the engine takes a breath.

Think of it this way: When burning fuel, more air equals more power. This is why turbocharging can provide greater power for the same-size engine without losing efficiency; in fact, it allows increased efficiency. It's not surprising, then, that the cheapest way to make more power from any engine is to allow it to breathe better.

In order to improve the intake breath of a non-turbocharged engine, you want to open up any restrictions to the cyl- inders. Typically, this is accomplished by changing the inlet position and pby roviding a less restrictive air filter.

Similarly, turbocharged engines also have the ability to have the pressure of air (or boost) increased to the cylinders. This can be done by installing a larger, more powerful turbo, or modifying the computer to run the existing turbo harder. Therefore, by tuning the intake side of the breath, a turbocharged engine has a significant advantage over a non-turbocharged engine.

How about exhaling? After breathing in a nice, big, deep breath, you want to be able to exhale very quickly and efficiently as well. After all, there really is no use in pulling the air in if you can't get it out! Think of this way: Have you ever tried breathing through a straw? Air restriction on either end is not good for power.

Unlike human beings, a car's outward breath is not accomplished by pushing air back out of the intake system; rather, it employs a straight-through configuration, meaning the air comes in the front and out the back, which is the exhaust side. You may be thinking, Well all of that air was just exposed to nasty fluids and has been blown up and set on fire; why isn't the exhaust smell unbearable? Great observation! We all want to breathe clear air, so there are

things in your exhaust system to help make that happen; these are the cata-

lytic converters.

We also don't want all our vehicles to sound like race cars at 6:00 a.m. when we get in our cars for work. (Well, most of us don't.) So we need



some things that will take the harsh cold-start noises out, similar to a muffler. The downside is that both of these systems potentially can restrict how well the car can exhale.

Opening up the exhaust system for better flow affords both turbocharged and naturally aspirated cars the ability to produce more power. However, most naturally aspirated cars tend to gain less power from an exhaust system. Why is this? With turbocharged vehicles, since we are dealing with an apparatus that has the purpose of compressing air, you can generally expect a larger increase in power, mod for mod. This is due to the rpm of the compressor and turbine being able to increase and create much more power, usually in tandem with a tune to allow it to spin faster and create extra boost pressure—but be careful with exhaust-pipe diameter, since there are specific calculations for power levels that can be achieved with each size. We won't get into that here, because that is another whole tech article!

On the flip side, because of this apparatus, turbocharged engines tend to sound muted or softer, as the compressor and turbine also reduce the engine noise allowed to escape through the exhaust, which also brings about another important restriction: the compressor and turbine.

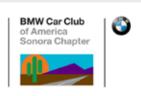
A turbo compresses ambient air and sends it to be cooled and pushed through the engine, at which point it is pushed out in the form of exhaust gas—which spins the turbine. If the turbo is undersized, then it can run out of steam at higher rpm, similar to a person who suffers from asthma.

With all of that said, a less restrictive catalytic converter and muffler can improve the flow and unlock more power on both types of engines. It can also make the engine sound better, and for many, the sound is a very important—and very subjective—characteristic.

For that reason, exhaust-system manufacturers spend a lot of time and money trying to get the sound just right. If you're not sure sound is important, just ask a Formula 1 fan what he or she thinks about the sound of modern-day race cars.

Maybe it's old-school, but to me there is no better sound than a Ferrari Formula 1 V12 or V10 at wide-open throttle.





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ABOUT THE **SONORA CHAPTER**

The Sonora Chapter Board meeting was held February 6. It was great to see so many members at the Thursday night dinner at Brother John's in January. Likewise, the January 27 Annual Member Dinner was well attended. We were able to meet the BMW CCA Pacific Region Vice President Jeff Cowan, who also gave a presentation. There were also many shiny BMW's on display in the St. Phillips Plaza Courtyard for us to view. There were some great give-away prizes, as well as some goodies for a silent auction, and the ever tricky "name that part" contest. Hopefully everyone went home with some BMW swag.

This year we will continue to have the monthly Thursday night dinners, check the calendar, or keep an eye out for the e-mail reminders. We are also planning more driving events that may be as simple as an interesting route to meet somewhere for lunch. One surprise at the board meeting was the attendance of two of our newer members. Hope to see you at a dinner or upcoming event. Feel free to attend a Board meeting too, the next one will be on April 3 at Fronimo's on Speedway; they are listed on the events calendar.

Want to go for a nice drive and lunch? Sign up for the April 20 drive to Sonoita with lunch at the Copper Brothel Brewery. Should be a great day to get out. Or try the Road Rally on May 5, a fun, easy Rally, or just meet up later in the afternoon at Scordato's for a bite to eat. As usual, feel free to attend a Board meeting too, the next one will be on June 5 at Fronimo's on Speedway; they are listed on the events calendar.

The Sonora Chapter Board meeting was held June 5. The Thursday night dinners continue to be well attended, thanks for coming out to support those events!

Speaking of which, the next is July 11 at Cafe a la C'Art,

located in the historic 1865 Stevens House on the grounds of the Tucson Museum of Art. This will be our first time there, come check it out. Want to do a drive with other BMW members? Join us for the drive to Kitt Peak July 20 and take the tours. Details are on the calendar on the website. As usual, feel free to attend a Board meeting too, the next one will be on August 7 at Fronimo's on Speedway; they are listed on the events calendar.

THIS YEAR WE WILL CONTINUE TO HAVE THE MONTHLY THURSDAY NIGHT DINNERS, CHECK THE CALENDAR, OR KEEP AN EYE OUT FOR THE E-MAIL REMINDERS.





TASTEFUL DRIVING IN THE DESERT

Our Sonora Chapter was well represented at the Pacific Region-sponsored "Pazifik Ezkapade" held in September in the Palm Springs area. The host hotel was the La Quinta Resort and Club, located on 42 beautifully laid-out acres nestled into the foothills of the Santa Rosa and San Jacinto Mountains. The event started with a welcome reception on Friday evening, giving members from each chapter an opportunity to meet and get to know each while enjoying appetizers and wine or beer.

Saturday began with a delicious buffet breakfast on the hotel's veranda. After fueling up, we headed to the BMW Performance Center in Thermal, California, about a twenty-minute drive from the hotel. The first thing for those who signed up for the Saturday's driving class was about a half hour of classroom instruction, covering everything from driver position to braking, turning, and acceleration.

The driving class covered five driving activities: skid pad, drag race, timed autocross, track driving, and hot laps. Participants were able to try their skills in a variety of BMWs from 240i's to M5s, and what seemed like everything in between, including SUVs.

The day at the Performance Center concluded with a dinner. While many members participated in the driving course, those not inclined to unleash BMW horsepower and legendary braking had the opportunity to drive around the Salton Sea and take in the famous International Banana Museum. How much more fun can you have when you're 135 feet below sea level and the high temperature hits 111 degrees?!

Upon our return to La Quinta, we were treated to

a dessert bar—another opportunity to meet new friends and spend time with those we'd met earlier.

Sunday and Monday afforded members two more days of improving their driving skills. Those taking a driving-school class received, among other items, a black BMW Performance Driving School cap with the California Bear logo. So if you see anyone wearing that cap, you will know that they have completed a class at BMW's Performance Center West. I believe everyone who attended and participated had a great time and has plenty of stories to tell. (As a footnote, Palm Springs and the Performance Center will be the hosting the 2019 International Council of BMW Clubs, and our BMW CCA Oktoberfest celebration in 2020. As more information about these events becomes available, we will keep you updated. We hope you can join us there!)

The Sonora Chapter's day trip in October started at BMW of Tucson. We drove to Flying Leap Vineyards and Distillery for lunch, a tour, and a tasting of previous years' harvests. The weather had just turned a couple of days before, from wickedly warm to really pleasant. The temperatures had just dropped from 90+ to 55°F faster than someone who has just seen a State Trooper! Seven BMWs were in caravans from the dealership parking lot, and several more BMWs' owners and companions were met at our destination.

The main group of seven cars cruised from Interstate 10 east to scenic Arizona Highway 83, then south to Sonoita, and then beyond to the wine-growing regions on the plains between Elgin and Parker Canyon Lake Road. The elevation

OUR SONORA CHAPTER WAS
WELL REPRESENTED AT THE
PACIFIC REGION-SPONSORED
"PAZIFIK EZKAPADE" HELD
IN SEPTEMBER IN THE PALM
SPRINGS AREA.



changes between Tucson, at about 2,400 feet, to the Sonoita plains, about 4,900 feet above sea level, coupled with the mostly two-lane, but well-maintained highway between I-10 and Sonoita, made getting there more than a little fun. Arizona Highway 83 has enough twisty sections to challenge you, and it has enough well-marked passing lanes for overtaking. (If you didn't get enough of Arizona





Highway 83 in October, we're going to be nearby in November's tour to Kartchner Caverns, as well as in December, when the Sonora and Roadrunner Chapters plan to motor together to Sierra Vista and take in the Holiday Homes Tour on Ft. Huachuca's Officers' Row of homes. Get more information about that on our website: bmwccasonora.org.)

Back to the winery and distillery tour in October: Mark is one of the principal owners; he and an Air Force Academy friend started the business growing grapes and bottling great-tasting wines, so their Flying Leap name has a connection to their roots. Since then, the vineyards have gained recognition, and not just relative to other Arizona varietals. Flying Leap wines have entered California tasting events that included wines from all over the world (but mainly California, Washington, and Oregon) and gathered awards recently. In the last two years, the venue has gone from a simple vineyard and tasting room to an adjacent banquet and distillery, which Mark is eager to talk about. We had a nice lunch in the banquet hall, sipped examples of Mark's current favorite wines, and got a good look at the big copper-and-stainless-steel-clad still, all while listening to Marc talk about the arts of viticulture and distillation.

Having a distillery allows Flying Leap to use up the leftover crush remnants from the grape harvest, instead of just throwing them away; they now bottle a smooth vodka on the premises. (We weren't offered any tastes of that.) Mark and his colleagues



are playing in a different league now that they are distilling: Any United States distiller must submit to a Federal inspection every quarter, by law. As Mark talked about distillation, clear liquid poured steadily from the still's downspout into a covered stainless-steel tank. Nearby, a clear plastic-wrapped pallet held unlabeled clear bottles of clear liquid—each capped with a tax stamp. All in order, sir!

FLYING LEAP USES THE LEFTOVER

CRUSH REMNANTS FROM THE

GRAPE HARVEST, TO MAKE A

VODKA ON SITE.





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Featured clockwise from top: Mauna Lani, Kohala Coast, Hawaii; Palmilla Golf Club, San Jose del Cabo, Mexico; Longbow Golf Club, Mesa, Arizona; Indian Wells Golf Resort, Indian Wells, California.

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ABOUT THE CENTRAL CALIFORNIA CHAPTER

The Central California Chapter of the BMW Car Club of America is run by an unpaid elected board of directors and many volunteers who donate their time to help all club members enjoy their BMWs and each other. We welcome anyone who would like to participate or volunteer, please contact Frank Vasquez or Wayne Wundram (send to webmaster.cccbmwcca@gmail.com, and we'll forward). Or, come to one of our monthly "Meet and Greets" – see our calendar on the "Upcoming Events" page on our website at www.cccbmwcca.org.

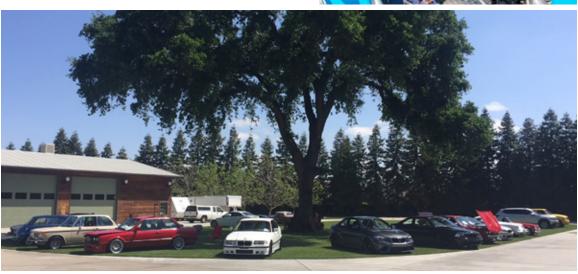
MISSION STATEMENT

The mission of the BMW Car Club of America is to enhance the BMW experience for our members by providing services, support, information, and activities that promote camaraderie and encourage social awareness and responsibility. The Central California Chapter, based in Fresno, provides your local point of contact in the San Joaquin Valley, from Modesto to Bakersfield including Yosemite, Kings and Sequoia National Parks.









BLAIN MOTORSPORT FOUNDATION

BY WAYNE WUNDRUM & TERRY EIDSON

For many years the Central California Chapter has held its annual holiday banquet and officer-installment party at the Brian Blain Ranch, located just on the outskirts of the of Visalia in the San Joaquin Valley. Blain's property includes not only a working ranch but also the Blain Motorsports Foundation; Blain is a rancher, an auto enthusiast, a historian, and a restorer. He makes his sprawling complex, museum grounds, and workshops available to car clubs and charitable organizations, both for viewing and holding events.

The chapter's holiday banquet is held in early January, at night, indoors, with a catered dinner at tables nestled among beautiful cars. But in April 2018, the chapter held a barbecue and clean-car contest at the ranch—outdoors, in the daylight, and in warm weather! It was really a totally new perspective, and reinforced our feeling that this is a place most would be happy just hanging out in for days.

Blain's foundation was formed to preserve motorsports heritage. He maintains two large buildings full of sports cars, vintage race cars, and other motorsports memorabilia, including a corner lounge with an old-fashioned soda fountain and an extensive automotive library. The foundation's primary activity is to search out significant race cars which, as Blain puts it, would otherwise be lost in history. His collection also includes street cars from classic T-Birds to De Tomasos, and even some motorcycles. (My favorite is his red 1959 Triumph TR3, almost identical to the one I owned when I was back in college.—Terry Eidson)

Blain doesn't just run his foundation like a museum. Race cars are his passion, and these magnificent thoroughbreds are restored to their original condition and then used as they were meant to be used: he competes in races with them. One of his oldest cars is a 1911 National Speedway Roadster that actually competed in the very first Indianapolis 500 race held that same year. That car finished seventh in a field of 40, a very crowded field by any standard. It was powered by a 450-cubicinch four-cylinder engine, which was just under the average size of the engines in that race. In 1912, another National went on to win the second ever Indianapolis 500 race. We are lucky that Blain has snagged this race car—and even luckier that he's keeping it in play. In contrast, he has a 1973 Chevron B24 Formula 5000 that he ran at the Rolex Monterey Motorsports Reunion in

Across the lawn from the main museum sits a '60s

THE FOUNDATION'S
PRIMARY ACTIVITY
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BLAIN PUTS IT,
WOULD OTHERWISE
BE LOST IN
HISTORY.



Airstream trailer, fully restored, that Blain and his wife plan to pull behind their 50's Pontiac Safari wagon down old Route 66, if they ever find some leisure time. There are airplanes hanging from the ceiling, an old 1900s attendants' time recorder on the back wall, and a race car that actually has an airplane engine in it (it came that way originally). And dead center in the middle of the lawn is an old rusted Model A with a tree growing out of it!

A little farther down the driveway is the main house with its enormous private back yard and a treehouse to die for: Twelve feet up in the air on top of a very old, very large, and very dead Ponderosa Pine stump is a tree house befitting anything Disney might have at Pirate's Cove. It's a large structure with both a staircase and a rope for access. (I used the staircase.) There is a rope bridge that spans two additional (still living) pine trees, each with a circular lookout.

During our April event, Blain cranked up the old National and gave several guests a ride around his oval track. Wayne Wundrum offered rides in his 1959 Isetta, a model 600 Limo, with its 35.5-cubic-inch motorcycle engine. Frank Patek, the BMW CCA's executive director, somewhat reluctantly squeezed into the Limo and enjoyed a spirited ride until the car suffered a U-joint failure. The monstrous torque produced by that engine, somewhere in the 13-pound-foot. range, was more than the old car could handle.

When you are next in the San Joaquin Valley, try to visit the Blain Motorsports Foundation. You won't be sorry.





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ABOUT THE GOLDEN GATE CHAPTER

The Golden Gate Chapter of the BMW CCA is one of the largest chapters in the United States, with more than 4,500 members. It began as the Stanford BMW Club in 1969, growing over the years to cover a vast geography, spanning the region from just north of Santa Barbara to the California-Oregon border, and from the Pacific Ocean to the western edge of the Sacramento Valley.

Our chapter is run entirely by volunteers who donate their time and effort to benefit their fellow members. We organize and sponsor dozens of annual driving and social events, including high-performance driving schools. These events are held at local tracks such as Laguna Seca Raceway and Thunderhill Raceway Park.

We have a very active autocross program with its own championship series. Each year the season ends with the Top Driver Shootout and the award of the Fechner Trophy, named for an early GGC member who championed autocross competition.

The Golden Gate Chapter also pioneered street-safety schools—now called car-control clinics—and sponsors several each year. These schools provide basic car-control-skill training for our members. We believe the result of this training has saved many lives over the years.

While we are a car club, not everything we do involves driving—far from it! We have a rich array of social activities, including the annual chapter Summer Party, the BMW Festorics at Monterey, Cars & Coffee events, local meet-and-greets in various areas within the region, and many more activities. In addition, we organize BMW-Mini-only parking corrals at professional races, and we produce popular local-area driving tours.

If you want to meet like-minded enthusiasts who share your passion for the Ultimate Driving Machine, come join us for a future event!







LOVE, LOSS AND FINDING MY **ULTIMATE DRIVING**



BY SHAIKH JALAL AHMAD

MACHINE



It was late in the evening of March 28, 2011 and I was commuting back to my secluded apartment deep in the redwoods. I'd driven up and down this wonderful winding road hundreds of time the past few years. My mind was wandering a bit more than usual, but initially I wasn't concerned. My main car at the time, Sophie, was a white, base '94 Mazda Miata. She sported a suspension using Bilstein monotube dampers that I'd rebuilt myself just for her. Custom spring rates, bump stops, carefully selected sway bars—it was a design process I'd gone through for hundreds of customers across a variety of makes and models.

She was designed to produce excellent grip with surprising comfort. However, Sophie didn't have ABS (anti-lock brakes) or any traction-control aids—and on this fateful night she wore some cheap 400-treadwear tires on narrow factory wheels instead of the wider 200-treadwear tires I used for autocross. My idea to save the sticky rubber seemed reasonable on dry roads, and when I was paying close attention to the tire's reduced grip level. But this night the fog had rolled in fairly thick, and I was distracted.

The road, though empty of other traffic, was damper than usual from the evening fog. Maybe I was more emotional than usual, reflecting on some unhappy memories. Whatever it was, I'd stubbornly ignored at least a few inner intuitive warnings to slow down. Suddenly I realized that my entry into a posted 25-mph left-hander was too hot! I squeezed the brakes—perhaps a little more aggressively than ideal—only to feel the tires immediately lock up! I began sliding off the pavement and toward disaster.

There was no time to modulate the brakes; I was doing about 30 mph on a narrow one-lane road, plowing straight for a ravine. Oh, yes: My little convertible lacked a roll bar. Weight savings, right?

I had no idea how bad this could get.

Miraculously, a tree halted my progress, albeit quite abruptly. Instead of who-knows-what horrors I could have met tumbling end-over-end many steep feet into the darkness below, I felt a sharp impact, the air bags deploying, a sudden dull pain in my left foot, and a momentary sense of disorientation as Sophie went up fully onto her left side, and paused in that position. It might only have been half a second, but for me time slowed down, as it does in those rare, hyper-vivid moments. I could almost hear her sighing as she offered herself up to save me, saying, "You see what kind of lessons I have to teach you?"

Somehow, perhaps aided by angels, she rocked back down onto all four wheels. That crash could have easily ended my life or left me severely injured; years later, it still serves as a powerful reminder that pushing the limit on the street or back roads was NOT wise! I was very thankful that no one else was involved. It took the better part of six months for the two shattered metatarsals to fully recover so that I could walk normally and not cringe every time I pressed the clutch pedal.

By spring 2012, I was still deciding on a vehicle to replace Sophie, but was definitely clear on the must-haves: rear-wheel drive, anti-lock brakes (need I say more?), a durable, torquey motor, 50:50 weight distribution, a useful back seat and/or spacious cargo area, a strong community of enthusiasts and vendors, all rolled into a car I could work on myself if and when repairs or upgrades were needed. Last but certainly not least, I needed a car that begged to be driven—one that encouraged me to push it harder. One I could fine-tune for me, but also appreciate as-is from the factory.

I'm obviously preaching to the choir, but you can see where my thought process drew me. Given what the other candidates lacked in one or more categories, I narrowed my choices down to an E36 or an

E46 BMW. I kind of chuckled to myself to realize I'd been quite close to BMWs, although hadn't been able to fully appreciate their capabilities on my own.

Whichever direction I would take, I was getting more excited about buying my first Bimmer as I continued to watch the ads. The fears of "expensive car repairs for German cars" had kept me away for years. During my earlier research, as well as conversations with experts, I became aware of the areas to attend to, like cooling and the rear subframe, and how to fix it; knowledge helped dispel the mythology that previously haunted me. The more I searched BMW forums and YouTube, the more I found a vast world of DIY tips, how-to videos, and in-depth posts that covered all possible BMW repair topics. If or when things got wonky, I was confident that I could deal with it.

Finally, in the South Bay, I found a 2002 BMW 330i, Black Sapphire Metallic with the sport package. The list price was \$5,300. The car looked good in the photos, and no doubt would have booked higher, but then I saw that the mileage was over 200,000! The high mileage initially gave me pause and would have scared off most buyers, yet my research suggested that the 330i's M54 engine was very durable. Mind you, this was 2012, and Spec E46 racing series hadn't yet come out—or at least I didn't know about it yet. So carrying both knowledge and faith, I went down for a test drive.

Michael, the owner, shared the car's history as I got behind the wheel. He told me that he'd named her Christina, and that sounded good to me; my parents always named our cars, so it was a natural practice to me. In a way, I was replacing Sophie, so bringing a girl back into my life felt right. Her exterior looked very good for the age and miles, and the tan interior was a cool contrast, plus in great shape. Seat heater? Wow! I was like a teenager excited about a first date. It sounds silly, but I don't care. I asked the question anyone would: Why so many miles? Michael explained that he and the previous owner had taken lots of long road trips to LA and Vegas. There were far more cruising miles than stop-and-go city miles. As we continued the test drive, I appreciated the torque, the quiet (a welcome change from the noisy, buzzy Miata), her nimble manners. The other features I needed were there: a functional back seat, big trunk, plenty of amenities, and that wonderful DSC/traction-control switch. I was sold. The next day I came back with the cash and she was mine!

Ironically, I ended up driving and enjoying her stock for over a year before doing anything to her suspension. The ride was certainly sporty, hence the sport package, and later investigations revealed some interesting behaviors I'll share in my next article. Before I made any dramatic changes to the ride or handling, I wanted to research and digest the engineering that BMW had done to make Christina the overall great machine that she was from the factory.

From my first autocross in stock form at a 2014 Golden Gate Lotus Club autocross to my last most recent track day at Laguna Seca, I've gone through eight iterations of her suspension. Each one of them fit the bill for a certain grip and comfort level, from stock springs to lowering springs, to mild race springs, to even stiffer coil-overs and a big Ground Control tubular M3 "Race" bar capable of handling 285 R-Compound tires! Christina has evolved along with my desire to experience the full spectrum of performance that a BMW is designed with.

Last weekend, I got back in touch with Christina's previous owner to let him know I was writing an article for our local Pacific Region BMW CCA magazine. These were his first comments: "You still have the 330i? I still think about her. She set the standard for me, for Bimmers."



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Annual Events

Chapter Party - January 2019

Wine Tour - Autumn 2019

Pazifik Eskapades - Fall 2019

Driving Events
Annual Driving School

Huntington Beach Concours

ABOUT THE LOS ANGELES CHAPTER

The Los Angeles Chapter held its first official meeting in April of 1970. At that time there were two major BMW clubs in the United States, the BMW ACA (Automobile Club of America) and the BMW CCA (Car Club of America). The ACA was primarily West Coast, while the CCA started in Boston and flourished in the eastern states. In the late 1990s the two official BMW-AG-approved clubs merged and became the largest single-marque club in the world.

The LA Chapter covers most of Southern California with the exception of San Diego and Imperial Counties. Our chapter includes Los Angeles, Ventura, Mono, Inyo and Orange Counties, plus parts of Santa Barbara, Riverside, San Bernardino, and Kern Counties. Within that area are 25 official BMW dealerships and BMW Certified Collision Centers, along with hundreds of BMW independent shops.

Since our LA Chapter covers so much area, we have divided it into six sub-chapters, each with its own Area Representative. Each area holds small gatherings several times a year; these may be chapter-centric Cars-and-Coffee events or a Sunday-morning Meet-and-Greet at a local dealership. Area reps organize trips to local museums, driving tours in the mountains surrounding the LA Basin, and small technical sessions. These area events are a great way to become acquainted with other members who live near you.

Several major events are held each year as well. We go on weekend wine tours, trips to the BMW Vehicle Delivery Center, an annual chapter party, driving schools (you drive your car), and a weekend at the Performance Center in Thermal (you drive their cars). We hold at least one Tire Rack Teen Street Survival school. We are happy to help organize an event you want to attend—just let us know what you want to do and we'll help you make it happen.!

Los Angeles Chapter members also look forward to many non-chapter organized BMW-related events. We have a large presence at Bimmerfest each year. We join other car clubs at the Huntington Beach Concours the late spring, and at SoCal Vintage.







CHARRED INTO HISTORY

It's hard to believe it has been a year since it all started. In October 2017, lives changed forever in what had been one of the most beautiful areas in all of California, the Napa-Sonoma Wine Country. This area is also home to some of the best roads in the state, known to almost every car enthusiast in the world.

This story takes me back to all of the memories about this breath-taking area that made me the car enthusiast that I am today. It is home to such sacred exalted runs as Skaggs Springs-Stewart Point Road; the famous Highway 1—that part that stretches from the Southern part of Sonoma County and on through Mendocino—and of course the endless, ever-twisty back roads of the Wine Country. This is the same beautiful terrain that now shares its history as the Tubbs Fire.—one of the biggest and most destructive fires in California's history. In all, there were seven wildfires that ultimately destroyed 8,889 structures. (Ravani, 2017).

I had no intention of writing a story of my recent visit to the area, my first after the devastation. What was just supposed to be a short weekend trip to visit my folks became a spiritual experience all its own. I have many years of great memories scorched by the recent destruction; needless to say, I was a bit confounded by all of my feelings. What I didn't expect was how my history would collide in to the form of a burnt BMW Bavaria (at least that is my guess as to what it is, and was). I have a long history with this model; my father bought our first BMW

Bavaria when we moved to Sonoma, trading in our family Volvo for a 1972 Chamonix Bavaria 3.0S, "the best-handling sedan at the time," according to my father and many others—which is why I still own one today.

In the days following my visit home, I couldn't bring myself to take a single picture of all the lost homes and property. The homes of literally every kid I grew up with in the neighborhood had been destroyed, every one! I can't explain why my parents' home remained; it is truly surreal to see it among its charred landscape.

That brings me to "Lunch with Greg." Greg has been my best friend since grade school, so of course he knows my BMW obsession and that I had just spent over two years slowly restoring my own little baby, a rare factory Golf Yellow 1973 Bavaria. Greg asked if I had seen "the burnt out Bavaria" on the side of Highway 12.

I had been so overwhelmed by all the devastation that I had completely overlooked what would normally have jumped out at me. I could hardly concentrate for the rest of lunch. I pride myself on spotting Bavarias; there is no way I could have missed this car!

Driving home the exact same way I had just came, I was almost convinced that Greg was mistaken. But just as it came in to view, it grabbed me: everything from the time of day, the way the sun was hitting it, the way it was just out in the open, vulnerable for every passerby to see. All I could think was, "What

BY SHANE D. CUMMINGS

a piece of art!" despite how sad the reality was; I mean, there was nothing salvageable other than the metal itself. However, in that moment the Bavaria did have a certain beauty to it. I thought about all the miles it had driven, how many owners it had had, and where it had been. Now here it was in its final resting place.

It was incredible to see how the fire had completely destroyed it. The headlights looked like melted plastic, the dash and interior were barely recognizable. The car looked like it could have been a runner at the time, but it was so hard to tell. It had some nice deep-dish wheels and a sunroof that had let in decades of fresh air cruising the California coast. It was the BMW model most dear to my heart.

I couldn't track down an owner, as there were no homes around it anymore—no doors to knock on or farmhouses at the end of the long driveways; there was nothing left. Maybe someone reading this knows who the owner was, or maybe it actually belonged to a BMW CCA member. I'd love to know more about it. I hope someone will be able to put the finishing touches on this story.

God bless everyone who was affected by this tragedy. May all of you affected by it or any other tragedy, those of you who lost loved ones, homes, property, or vehicles, heal eventually. My heart goes out to you and your families. Life is short; may you savor the taste of fine wine, the smell of fresh air around every turn, and the opportunity to share a story every chance you get!





San Diego Chapter

San Diego, CA

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Monthly Board Meeting:

Held on the 2nd Tuesday each month



Annual Events

Cars & Coffee
Driving Tours
Annual Summer Party
Monterey Car Week Events
Monthly Board Meetings
HPDE Track Driving Schools
Autocross Series
Car Control Clinics

Technical Sessions

ABOUT THE SAN DIEGO CHAPTER

The San Diego Chapter proudly serves over 1,500 BMW CCA members throughout Southern California. We are an all-volunteer group whose mission is to organize events and services for the interest and benefit of our fellow members. We host many driving and social events every year, such as autocrosses, high-performance driving schools, technical sessions at local businesses and BMW dealerships, casual Meet & Greets, an annual Clean Car-Contest & Charity Auction, back-country driving tours, car-control clinics, an annual overnight driving tour, and a special BMW Performance Center experience.

One highlight of our chapter is our autocross program. We are most fortunate to have access to the largest paved lot west of the Mississippi to use as our playground—and we take advantage of it by creating some of the longest autocross courses you're likely to find anywhere. With our wonderful climate, we can typically host eight or nine events throughout the year. We also conduct a special women's car-control and autocross clinic which allows women who may be curious about autocross, or who just want to feel more confident behind the wheel, to experience car-control exercises and instruction in a non-competitive environment. And for hardcore autocrossers, we hold an annual Rug Cunningham Memorial Runoff, which pits the fastest drivers from each class against each other in the same "mystery" vehicle to see who is truly the fastest driver.

Every spring, another prominent event is the Jack

Cavanaugh Memorial Car Show, Clean-Car Contest, & Charity Auction. Members bring a wide variety of cars to a beautiful park setting right on the city's bayfront; some are just on display, while others compete for trophies rewarding the most immaculate vehicles. We see everything from rare vintage classics to some of the latest current models, and everything in between. The day is capped off with a charity auction of numerous BMW-themed items, the proceeds of which are donated to charity in memory of former chapter member Jack Cavanaugh.

A relatively new activity in the last few years has been a trip to BMW's Performance Center West in Thermal, California—a great drive from San Diego! Ours was the first Chapter to arrange this exclusive experience for members when the Performance Center opened its West Coast facility. Club members enjoy a half day at this private facility using BMW's latest models in various driving events, such as a mini-autocross, a drag race, a skid-pad race, and lead-follow laps on one of the big track circuits—all using their cars, their tires, and their gas!

We are always looking for activities to engage CCA members, whether it's a nice driving tour on some scenic roads or a weekend of high-performance driving at one of the region's dedicated track facilities. We welcome input and new ideas to help us develop new events and activities, share information and support, promote member camaraderie, and enhance the club experience for our members.

















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ABOUT THE HAWAII CHAPTER

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25 YEARS WITH THE SAME BIMMER

BY JOHN BIGAY

In February of 2018, my brilliant E36 318i sedan reached the age of 26 years (from month of manufacture). 1992 was the first model year for the E36, at least in the U.S. I bought the car from BMW of Honolulu in early January '93, with 17,000 miles on the odometer, following several months of patient looking for just the right Bimmer to replace my first one, a 1979 320i. I had delved into the "world of BMW" literally by accident, after a female visitor from California ran a red light, T-boning the old Honda wagon that I had owned for just five months—no human damage, but the impact was enough to total my car. The lady explained that she was trying to figure out the long Hawaiian name of the street she was on (it happened to be Lunalilookay, perhaps challenging for a visitor to Hawaii, but certainly no humuhumunukuapua'a—and failed to notice that the light had changed). Her young son, riding shotgun, blurted at one point during the ensuing exchange of information, "Mom, you do this all the time!" ("Quiet, Tommy! Be a good boy!")

But, I digress. Where was I? Oh, yes, the 320i. I had no preconceptions in mind regarding what kind of car would replace the Honda. I had yet to hold any particular brand loyalty, having owned—pretty-much chronologically—a Chevy, Pontiac, Ford, rotary-engine Mazda, a Dodge, a couple VW bugs, and a Nissan. The Honda had been my second of that marque. I realize that this is a fairly short list of "cars I have owned," compared to many—if not most—but I was a late bloomer, not getting a driver's license until after my first year in college! And I tend to keep cars long-term. Then there was the six and a half years living in a furrin' nation, where I had owned a couple of different Kawasaki motorcycles, but no car. And that list stops at the demise of the Honda, so it doesn't include the total of seven Bimmers and one Mini.

Did I digress again?! Remember when I mentioned "no preconceptions" when looking for a replacement for the smashed Honda? Well, perhaps I should clarify that I had none... except perhaps regarding those "luxury," "yuppie" brands, which I considered to be automatically out of my price range—and status—even as used cars. But I was open-minded, and went hunting for another set of wheels, with nothing in particular in mind. I happened upon a BMW (I could not even guess now as to what series it was; I knew very little about them, except that they had that yuppie rep and were no doubt above my pay grade) at a local military-base self-service used-car lot (many of you may know these as "lemon lots," but they can be the source of a good deal).

While I did not purchase that car, it did open my eyes to the marque, and I decided that it was worth further investigation. I ended up going to look at the 320i in my neighborhood, and being impressed with its quality. I could have ended up with a lemon, since I hereby admit that I wasn't particularly car-akamai

(smart, for you mainlanders or newbie islanders!); I did the shopping by myself, and did not take the car to a garage for an inspection and opinion. I was at least cognizant of this, but the price was good.

Thus began my infection with Bimmeritis, which I haven't shaken yet. It wasn't too long before the infection deepened, since a friend with a Bimmer mentioned this marque-specific club of which he was a member. We also had begun the more-thanonce situation of owning two Bimmers simultaneously, picking up a 1980 528i—a freakin' tank (I mean that in a good way). Those first two Bimmers served us well for a good three years, and when it came time to let someone else enjoy them, the 528i was sold first. At that time, my Sig-Other succumbed to a new Saturn—I am officially off the hook, since she bought it, not me—but, really, what were we thinking?

That was also when I realized that I didn't actually want to go Bimmerless after selling the 320i, so I hung onto the four-cylinder blue 320i until the four-cylinder, five-speed red 318i showed up at the dealer, and now I have owned Der Teufel (license tag consisting of three letters and three numbers ends in 666, and it is a red car) for over 25 of its 26 years on Earth.

In those 25-plus years, I have a total of about 166,000 miles on it (only about 6,000 a year on this island of Oahu!), and did the first (and only) brake job and clutch replacement at about 99,000. Sure, I have had to replace the drooping headliner and cloth door inserts, and I bought vinyl seat covers for the rear cloth seat. And oh, yes, the trunk wiring harness had been a bit of a hassle; I finally got tired of trying to fix that, and put in a new harness. I had added a pair of Kleen Wheels for the front, and they make a BIG

difference (no, I am not worried about heat buildup, since the car hasn't seen any track use for years; as club members on Oahu know, we lost our only track some years ago).

A few other well-worn original parts have been replaced, including alternator, starter, steering rack, and a couple of ancillary parts. Still, that's not bad for 25 years of exemplary service! I even added body-color painting of the ugly gray bumpers, which had bothered me for a long time. There was the more-recent issue of both rear-seat shoulder-belt spools locking up at the same time (how strange!), absolutely refusing any type of fix short of replacement. And the issue with a very noisy limited-slip differential (the 318 came with it!). I ended up replacing it with a used one (about \$650 P&L later), only to experience the same problem with that one! Finally, a good friend and retired BMW mechanic suggested that it could not hurt to purchase and put in a bottle of specialized fluid for silencing LSDs. One bottle (8 oz., \$9) later, and the diff was noisefree immediately and has been for several months now. Why didn't the guys at two independent shops (not to mention the dealer) know about this little

As someone reminded me, "learning can be expensive"!







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ABOUT THE **SIERRA CHAPTER**

We are a bunch of BMW guys and gals who enjoy these great vehicles. The purpose of BMW CCA is to enhance the BMW and MINI ownership experience. The Sierra Chapter Mission is simple: Have fun! Here are some of the ways club membership does so:

Membership entitles you to a monthly copy of the worldclass magazine, Roundel. You can't buy it at any newsstand or in any store. It's all about BMW, MINI, owners and events. Enthusiasts scour it from cover to cover. It also includes our quarterly Sierra Scene newsletter, which keeps you up to date on the chapter's news and events.

BMW CCA puts on numerous national, regional, and local events. Some of the more prominent ones are Oktoberfest, Gateway Tech (a technical seminar), Club Racing, driving schools, and car-control clinics. Chapter meetings are held monthly (strictly voluntary) to plan local events.

The countryside we are blessed with here in the Sierra Nevada offers some spectacular driving scenery. Club events include road trips to the Wine Country, tours around Lake Tahoe, and drives elsewhere are all on the shopping list of the Sierra Chapter's activities. New friendships develop. Check out this year's activities on our Events Calendar.

This chapter plans to emphasize driving events that will improve your skills behind the wheel, make you a safer driver, and be lots of fun in the process. These are for the entire family—everyone who is a licensed driver.

Chapter meetings are on the second Thursday of each month at Bill Pearce BMW, 11555 S. Virginia in Reno. The meetings start at 6:00 p.m., but feel free to show up early to talk cars or just drool over the new stuff in the showroom. After our meetings end, many of us head out to dinner at a local restaurant.



2018 ENGINE CONCOURS ANNUAL PICNIC

The Show & Shine at the club's annual family picnic had a bit of a twist this year as Mart Jaama and John Strom conducted an "Engine Concours" instead of the usual simple car display. It was fun!

Everyone who showed up in a BMW had to participate, so as they parked, Mart and John made sure they opened their hoods to expose the beautiful BMW engine. In all, eleven BMWs competed for four awards: Cleanest, Dirtiest, Most Custom, and People's Choice. Participants included two X3s, two X5s, two 325i's, a 135i, a Z4, an M5, an M3, and an 850i—from classic and turbocharged six-cylinders to a honking X5 M twin-turbo V8 to a V12.

So how did they fare? The Cleanest award went to Alice

Strom for her 2012 X3 (guess who really cleaned that engine up?); Dirtiest was awarded to Ron Rachow for his '05 X3 (he said he didn't know he would be judged); Most Customized went to John English and his '09 135i (John said it was that way when he bought it); and the people cast the most votes for Burcak Erenoglu's 2013 X5 M (you can never have too much power, right?).

Thanks to Mart Jaama ('93 850i), John Strom ('03 M3), De Sharp ('15 X5d), Paul Hollenbeck ('01 325i), Fred Watson ('99 325i), Jim Johns ('12 Z4) and Jim Goodfellow ('95 M5) for displaying their engines. Now, what do you suppose Mart and John will come up with next year?—John Strom

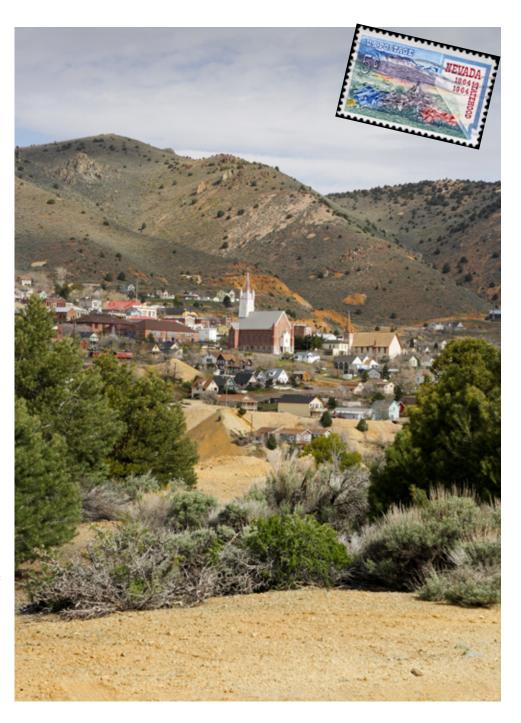
VIRGINIA CITY DRIVING TOUR

About 9:15 am, members of the Sierra Chapter, BMWCCA, started to show up for the Virginia City Cruise and Tour. The location for assembling was the Starbucks on Mt Rose Hwy and Wedge Pkwy. John English, the Wagon master, assembled everyone for a briefing at about 9: 35 on the trip details. The nine BMWs soon departed west on Mt Rose Highway on time at 9:45 am. We proceeded up the twisty and windy highway and in about a half hour we were at the parking area where the fog and mist were so heavy that the lake could not be viewed. Besides the beauty of these surroundings, this was a time to meet and talk to the other participants. Some were old friends, and a few were new to the BMWCCA activities.

After about a 15 minute stop, we then proceed to Incline Village where turned left on Hwy 28. We proceeded a few miles down the road to Starbucks. We arrived there at about 10:30 am. This was a 15-20 minute stop for picking up more members and some refreshments. We departed Starbucks and stayed on Hwy 28 around Lake Tahoe; luckily the heavy traffic was in the other direction. At the intersection of US Hwy 50 we made a left turn toward Carson City. This was an uncontrolled intersection and it was a challenge to get all the cars onto highway. After a mile or so, John pulled over to regroup and make sure that all the cars made the turn. It was downhill from there to Carson City. Then it was to Hwy 395 north to the cut off to I-580 north. Then it was right onto Hwy 50 again to Virginia City. After several miles, we turned left on the old truck route to Virginia City. This route goes up the very curvy road up 6 mile canyon. By the way, if you missed the trip, this is a very pretty drive that you might want to take someday. Once in Virginia City, everyone drove around until they found a parking place.

With a chili cookoff being held this weekend, parking was a challenge. Some had to park on the lower and side streets while others were able to park in the public parking lot. We ended up at the Palace Hotel and Restaurant for lunch at about 12:30 pm. We were able to all set at the same table, unlike last year. After lunch everyone went their own way.

Some returned to Reno and some stayed in V.C to shop until they dropped. In all, if you missed this trip, prepare for the next event. Join the experience and some HAVE FUN.–John English



5TH ANNUAL FAMILY PICNIC

If you didn't get to join us in August at the Annual Family Picnic, you can still share our experience (then you may want to join us on our next event!). On Sunday, August 12, the Sierra Chapter held its annual picnic at ArrowCreek Residence Center from noon to three.

The club had 36 members and family members show up for this annual event—the highest attendance since the annual picnics began five years ago. This is the first time the picnic has been held on Sunday, which may be the reason we got so many members to attend.

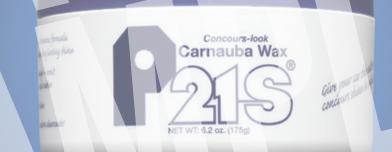
Along with the picnic, Mart Jaama, with the help of John Strom, held a motor Show & Shine. You might remember that last year we had a car show-and-shine, so Mart changed it up this year and gave out several fun awards for several categories of motor cleanliness.

The weather was perfect this year with no wind. Fred Watson provided the sausage for the event, and the club provided hotdogs, hamburgers, sodas, and water. Members provided the potluck sides, so there was plenty of food to go around. The pool was available to the members, so a few of the children

got to take a dip. We again would like to thank the ArrowCreek HOA for allowing us to have the venue at the Recreation Center at no cost. Thanks to John and Mart for making the Show-and-Shine a fun time!

If any members have any suggestions for a new venue next year, we are always looking for new sites to have the picnic. We also can use some help cooking and clean-up, too. So if you are a home chef, let us know and we'll put you to work. Until next year!—*Pat McGoff*

C'like a mirror?



When you get down to it, it's not what the manufacturer says about his product that counts, but what the customer says. And folks who tried this wax had a lot to say. "Magic", "blown away", "stunning" and yes, "like a mirror" are some actual customer descriptions. So, to all of you who have fallen in love with this amazing wax, we thank you heartily. To those of you who have not tried it, we hope you'll join the party and see what all the fuss is about. Learn more at p21s.com.



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ABOUT THE SIN CITY CHAPTER

Las Vegas is an amazing city. It never sleeps, and everywhere you look there are a myriad of entertainment options all vying for your undivided attention. As a result, Sin City Chapter members have a lot of choices on what to do for fun, so as a club we work hard to create events that will capture their attention and get them to click YES on that RSVP! It also means that many of our members work weekends or swing shift, or both; in a 24-hour town, it's hard to schedule activities that will reach our entire audience.

Currently, our social agenda has a formula that tries to reach as many members as possible throughout the calendar year. To do this we create twelve unique monthly club activities, along with three monthly reccurring car events: Gears 'n' Grinds, a Sunday-morning coffee gathering twice a month, and Circo Massimo at Tivoli Village, a car show on the last Thursday evening in each month. This provides four events a month for members to choose from.

Our unique monthly events include weekend-away road trips, local day drives, Saturday-morning and evening events, Sunday-morning events, and weekday evening events. Popular weekend adventures include the annual Shakespeare Festival in St. George, Utah; this is a great event that usually books out over a year in advance. We rent the Iron Gate Inn bed-and-breakfast in its entirety; it is walking distance to the theaters and the local winery.

Another weekend event is the SoCal Vintage meet in Van Nuys, California—a great collection of 300 classic BMWs on the lawn, complete with food trucks, vendors, and a

wide audience of enthusiasts. On Sunday, the same park is host to a classic Italian and French auto show, which is great, because it's hard to believe that those cars arrived under their own power! Then we typically hit one of the LA car museums before heading home: the Mullin, the Petersen, or the Nethercutt. In 2019, Sin City members have voted to return to Death Valley for a chance to visit Scotty's Castle, the Crater, the sand dunes, and possibly rim some Margaritas at the Salt Of The Earth in the Badlands.

For those unable to get away for an entire weekend, we also do two annual day drives, which include breakfast on Mt. Charleston. It's a short drive out of the city for fresh mountain air, amazing views, and a bit of wildlife—typically us! Another popular day drive is out through 40,000 acres of bright red Aztec sandstone outcrops nestled in gray and tan limestone in the Valley Of Fire. This route usually ends in a drive around Lake Mead and an early dinner in Boulder City.

Of course, there is also our club Show-'n'-Shines, complete with barbecue in the spring and wine and cheese in the fall. Our annual Oktoberfest is held at the Haufbrau House, our local replica of Germany's favorite beer hall and restaurant.

We start off 2019 with a return of our Go-Karting Challenge, and a new activity: axe-throwing. Only in Sin City!

For more information on our calendar year lineup, please visit SinCitybmwclub.com/events.











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ABOUT THE **OREGON CHAPTER**

Oregon is an amazing place, an environment of unparalleled natural beauty and variety. Imagine piloting your BMW through verdant farmlands and curvy, breathtaking coastal vistas, or roller-coaster roads past lush vineyards. Challenge your driving skills as you twist through rugged mountains, or relax as you drive into a western sunset across high-desert plateaus after a day of exhilarating driving. This is why we love Oregon!

Imagine also enjoying the company of other like-minded enthusiasts, those who are as passionate about BMWs and driving as you are. Whether you're into classics or modern cars, there's something for every enthusiast in the Oregon Chapter. When the chapter was formed, our founders wanted to provide an organization that would not only fully immerse itself in the region's natural beauty, but provide multiple driving and social events every month.

The Oregon Chapter features its popular Winter

Celebration, a Wine Country Tour, the Coast Tour, car corrals at the Rose Cup and Portland Vintage Races, the Maryhill Loops hillclimb, and our signature event, Motorfest. In addition, throughout the year we enjoy visiting local shops to learn about the services they offer.

We're a very social group, and keep in touch with all our members via our contemporary website, professional e-mail promos, a full-color newsletter, Facebook, and Instagram. All our driving tours are planned by experienced event coordinators, and every effort is made to ensure a fun and safe driving experience.

But as great as our event calendar is, the best thing about the Oregon Chapter is the people. Friendliness and enthusiasm are contagious in such a place. At the end of a day of epic driving, amazing scenery, and exciting roads, you'll have great memories made with your new friends from the Oregon Chapter!







9TH ANNUAL OREGON MOTORFEST

MotorFest is the signature event for the Oregon Chapter, since 2010, the first year of our chapter's existence. Of all of the events we run each year, this is the most fun and well attended. MotorFest brings together members from all over our territory of Oregon and Southwest Washington, as well as members from other chapters and cars from as far away as British Columbia.

MotorFest is our chapter's fundraising event for our local charities. This year, we partnered with Meals on Wheels to raise funds to support their vital programs for our community. We are proud of the donation we were able to provide to Meals on Wheels based on the generosity of our members through registration fees and raffle donations.

This annual event is a celebration of all types of BMW's, a social event that brings together members with all kinds of interests and preferences. The latest M car, the rarest classic, the daily drivers, all are admired and appreciated. It's a social event, with the unique opportunity for members to connect with owners of their type of BMW, and the chance to meet owners of very different BMW's. "Which one do I want to buy next? I would really like to buy an E30 Touring. Talk to Connor". "Oh, look at that!" "I've never seen one of those before!" "I need to ask questions about mods for my car."

For the last four years, past chapter president Dan Hones has run outstanding MotorFest events!

Incredibly organized, with parking areas marked, a festival-like environment with tents for vendors, raffle items, food and drinks, registration headquarters, and lots of volunteers moving cars for parking; it runs like a clock! And the location at Mint Lake is awesome! Picture this: We drive through the verdant and technical countryside from your chosen starting point, winding down to a side road, pull

into a driveway next to a home, then turn right down a gravel road to a gate. There we were at a private park along side a lake used for competitive water skiing, with lifeguard towers and a large grass area for our cars and tents. A perfect spot for our event! It is a beautiful site in the countryside that is out of the way, quiet, and at a remote location that is just for us to enjoy.



WHAT ARE THE FEATURES OF MOTORFEST?

We have two self-guided tours for participants to drive, one from Portland, and one from Vancouver. Route sheets are given to participants who meet at the drivers meeting to review the route and discuss safety protocols and logistics. Outside the gate, participants are checked in from the MotorFest registration list and given their registration packets. Flaggers guide participants to their parking spots based on the class listed on their dash cards. This year's featured car was "Hatchbacks." This included touring models, X-cars, Z3 Coupes, and Tii cars. Music, food, and drink tents are set up at the lakeside venue with vendor, sponsor, and merchandise tents in the MotorFest village. You are now ready for fun!

Special thanks to our sponsors and partners who have graciously contributed to help make MotorFest an annual tradition.

- BoydMotorWerks
- CravenSpeed
- Enthusiast Media Group
- Heel And Toe Apparel
- 2M Shift Boots
- WheelKraft NW

Make plans to join us next September at Mint Lake, we promise that you will have a great time!



BMW Car Club of America Puget Sound Region

Puget Sound Chapter

Bellevue, WA

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Annual Events

Cars & Coffee
Driving Tours
Annual Summer Party
Monterey Car Week Events
Monthly Board Meetings
HPDE Track Driving Schools
Autocross Series
Car Control Clinics
Technical Sessions

ABOUT THE PUGET SOUND CHAPTER

The Puget Sound Chapter has been in existence for 48 years, serving the BMW enthusiasts in the Great Northwest. We provide our members with a variety of programs from which to choose: tours, track, car shows, tech events, and local museum and collection tours. The chapter runs a well-organized driving program, including a car-control clinic and a high-performance education program at

two local tracks. We also organize tours in and around the Puget Sound region and to eastern Washington. The world's largest yearly congregation of E30s happens at the end of June; the famous E30 Picnic now attracts E30s from all over the world. Later in the summer, we hold the M Car Day at Griot's Garage, attracting over 200 M cars of all years.



PUGET SOUND CHAPTER HISTORY

As with all the BMW Clubs in North America, the BMW Club in the Puget Sound Region was formed in response to enthusiasm for the 2002. On June 4, 1970, a small group of BMW owners held an organizational meeting at a restaurant in Bellevue, Washington. In 1972, the Puget Sound group decided to become the Puget Sound Region of the BMW Automobile Club of America. BMW CCA did exist at this time, but was mostly based on the East Coast. Since then, BMWs have changed a lot—and so have the owners and the club. In the early years, club members were a small group of friends, and most club activities were social. BMW built few cars, so most members drove very similar models.

The club grew slowly through the 1970s, but accelerated in the 1980s with the increased popularity of BMW automobiles. On November 1, 2000, the Club left the BMW ACA to become a chapter of

the BMW Car Club of America (BMW CCA) in order to supply the membership with the benefits of the larger national association. Currently, membership in the Puget Sound chapter is over 2,200. A bigger club also means diversity in events. We still hold social events, but the club offers so much more

Our annual summer events draw many BMWs, dozens of participants, and hundreds of spectators. Burgers & BMWs draws BMWs and their owners to the Triple XXX Drive-In in Issaquah. The E30 Picnic is for fans of these boxy 3 Series cars from the 1980s and early 1990s. M Car Day is for those with Motorsport-inspired BMWs sporting an M in their model name.

The chapter offers a series of tours on public roads. These include spectacular scenery and a worthy destination with like-minded BMW owners. We have technical events for those so inclined.

During the winter months, we often visit a local car collection or museum of interest—there is something for everyone! We have a full schedule of high-performance driving schools and car-control clinics. For those interested in racing, we have a class in local amateur racing called it PRO3, which used E30 3 Series cars as the base. PRO3 provides a relatively affordable way to get involved in auto racing with a great support group.

As BMW CCA members, we enjoy the benefits of a national organization, including a very professional monthly magazine called Roundel. Our chapter publication is Zündfolge, which means firing order in German. For most chapter events, electronic communication is the preferred means.

The common element that draws us all together is BMW cars; the joy of driving is what the Club is all about!



BMW Car Club of America Inland Empire Chapter

Inland Empire Chapter

Spokane, WA

Chapter President Albert Ayars

Newsletter Editor Albert Ayars

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ABOUT THE INLAND EMPIRE CHAPTER

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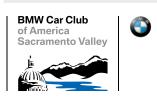
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Sacramento Valley Chapter

Sacramento, CA

Chapter President Gordon Welch

Newsletter Editor Gordon Welch

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ABOUT THE SACRAMENTO VALLEY CHAPTER

The Sacramento Valley BMW CCA is the official Northern California chapter of the BMW Car Club of America. The BMW CCA is the largest car club in the world with 67 chapters and over 70,000 dues paying members. The Sacramento Valley chapter has approximately 475 members. The National Board of Directors, the Pacific Region Vice President, and our own 4-member Board of Directors govern us. Membership in the local chapter is contingent upon you joining the BMW CCA.

Joining our chapter will put you in touch with likeminded enthusiasts who are committed to driving the Ultimate Driving Machines. We partake in driving events, tech sessions, car shows, charity events, and social gatherings around the Northern California region. Members of the club are eligible for exclusive vehicle rebates, discounts on BMW parts and service, admission to members-only events, and receive a copy of the club's magazine, Roundel, each month.











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