

BMW CAR CLUB OF AMERICA'S



BIMMERLIFE

INTRODUCING *BIMMERLIFE* MAGAZINE

A REGIONAL,
BI-ANNUAL PREMIUM
FORMAT LIFESTYLE
MAGAZINE FROM
BMW CCA.



BIMMERLIFE MAGAZINE

ROUNDEL MAGAZINE

BI-ANNUAL

REGIONAL EDITIONS

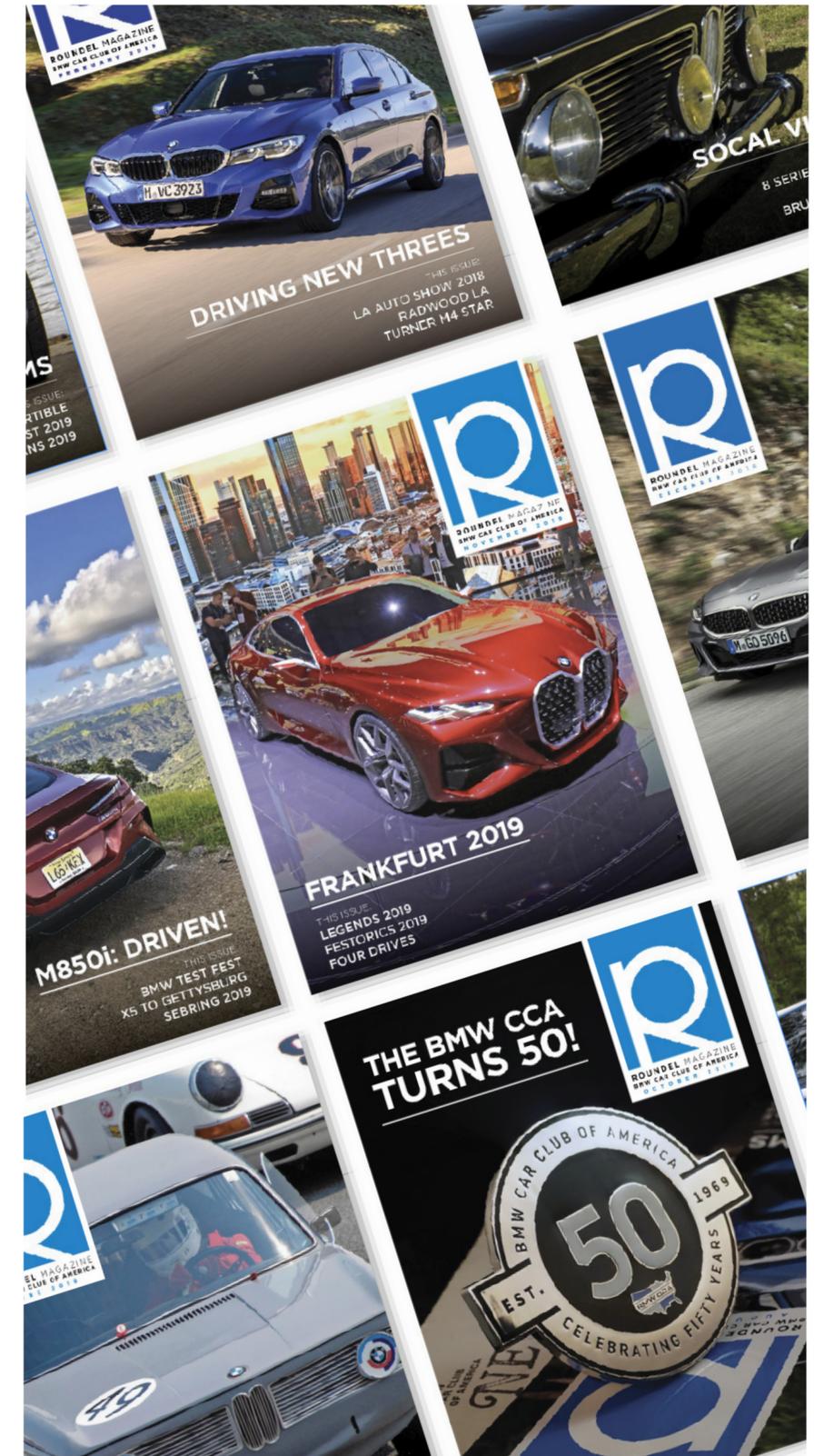
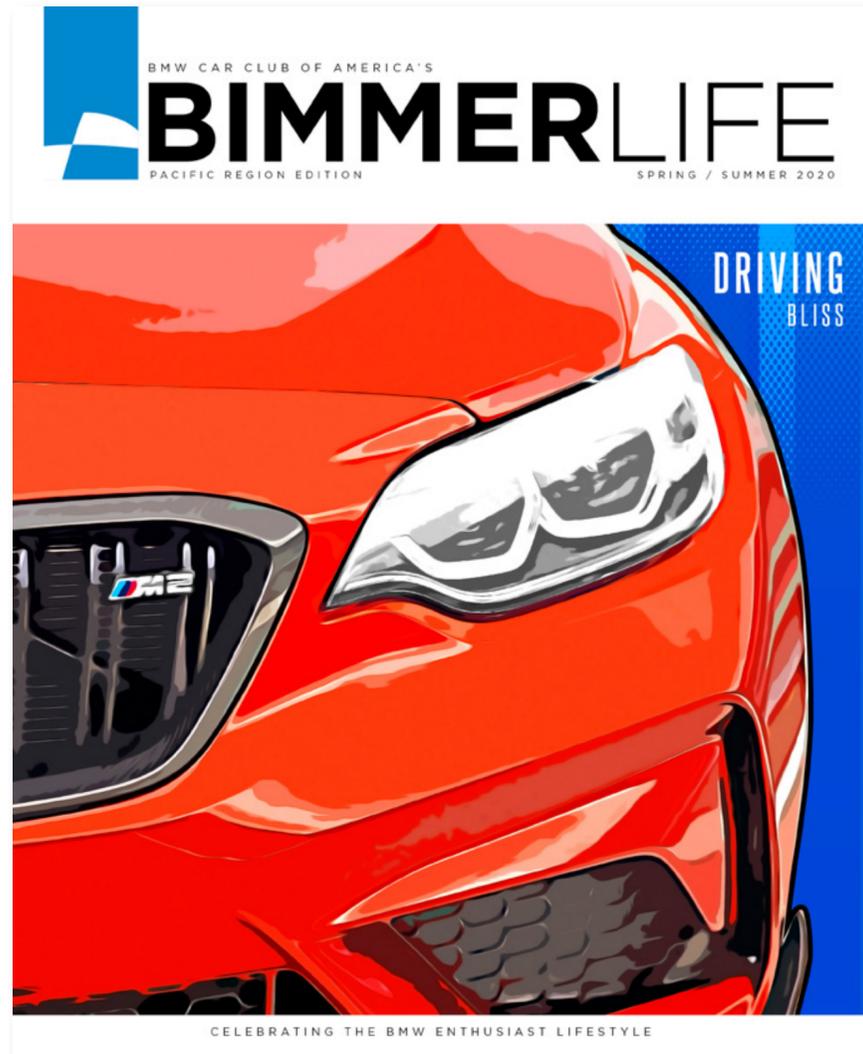
PREMIUM FORMAT

LARGER SIZE

LIFESTYLE
FEATURES

CHAPTER PROFILES
AND ARTICLES

COMPLEMENTS
ROUNDEL





2 YEARS IN DEVELOPMENT

DESIGNED TO INSPIRE CURRENT MEMBERS AND ATTRACT NEW ENTHUSIASTS BY SHOWING THE BEST OF BMW CCA AND THE BMW ENTHUSIAST LIFESTYLE.

BMW CAR CLUB OF AMERICA'S **BIMMERLIFE**

2 ANNUAL ISSUES
5 REGIONAL EDITIONS

EACH CHAPTER HAS A FULL
TWO-PAGE SPREAD WAITING
FOR THEIR NEWS, EVENTS,
PHOTOS, AND ARTICLES.

REPLACES THE QUARTERLY
NEWSLETTER REQUIREMENT.

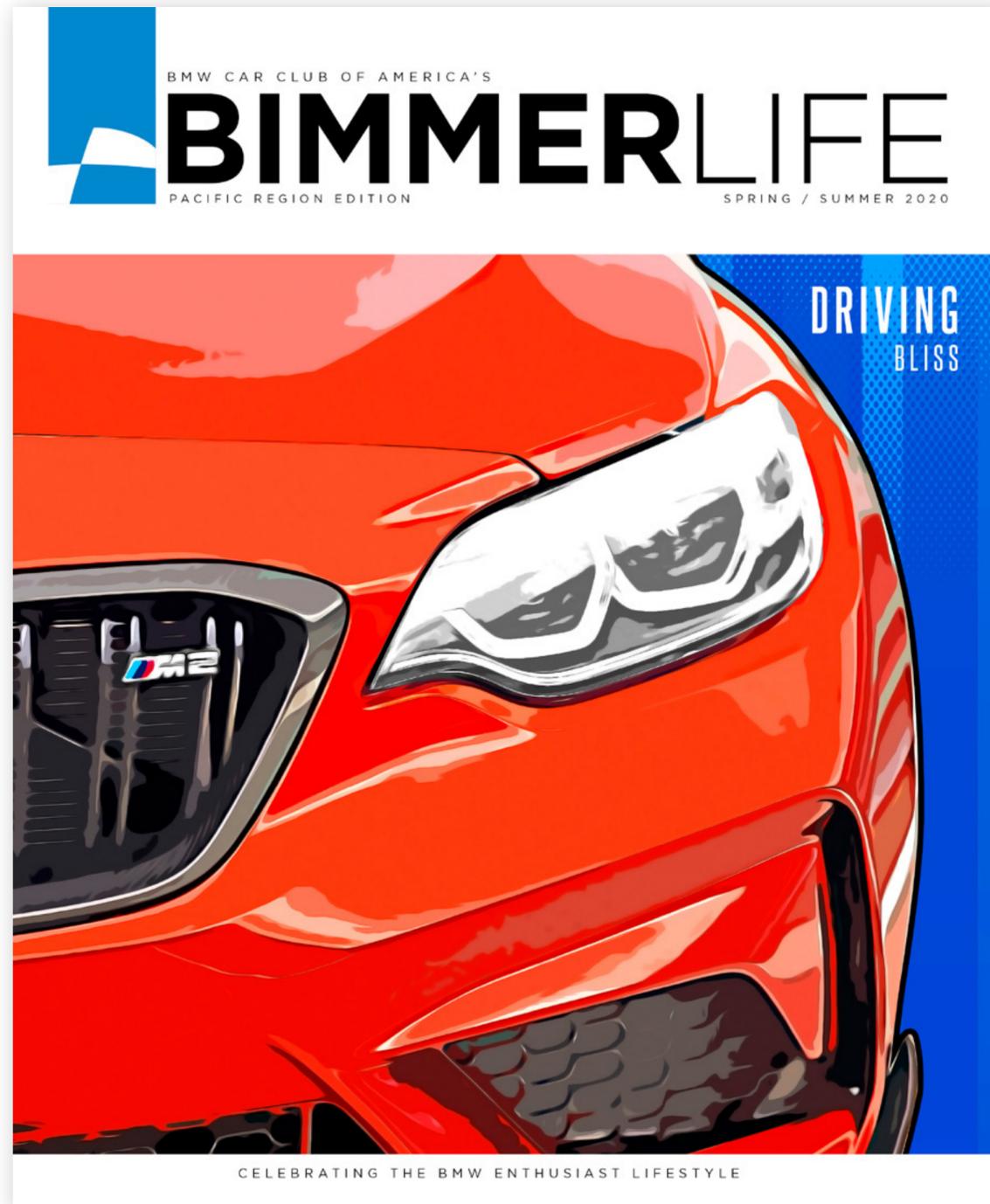


LARGER, PREMIUM FORMAT

DESIGNED TO
STAND OUT AND
BE INSTANTLY
RECOGNIZED
AS A PREMIUM
BMW LIFESTYLE
MAGAZINE.

11.75"

9.6875"



10.875"

8.125"





BAVARIA TOUR

Commemorative celebrations for BMW abroad this year as BMW enthusiasts around the world find their calendars and planned their vacations around events near and far. The "oldtimer" (vintage cars in German) enthusiasts in Europe, one of the long-anticipated events was the 2016 Bavaria Tour, which started in 2002—marking 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 Anderson. Andy, his daughter, his wife, and more of the rest of their family—along with no shortage of 2002 Club volunteers—have put each of the four events together. Anderson is about as dual in the road as any 02 enthusiast can get. He's known in 2002 circles as Mr. Calabrese, and in the go-to guy when you need those parts for your 02 calipers or fangs that are stuck in coordination.

In 2011, Anderson et al had organized what was to be the last Bavaria Tour, a celebration of the 50th anniversary of the New Klasse sedans—the cars that brought BMW back from the edge of bankruptcy. Then in his late '70s, Anderson said it was just not such a work. But a combination of generous plans 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. Anderson said that even with the prospect of divorce papers being drawn up by both his wife and his wife'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.

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



ABOUT THE CENTRAL CALIFORNIA CHAPTER

The Central California Chapter of the BMW Car Club of America is run by an unpaid 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 Vaquer or Wayne Wundrum (and to volunteer, please contact Frank Vaquer or Wayne Wundrum) at centralca@bmc.org.

Chapter President: Wayne Wundrum
Newsletter Editor: Wayne Wundrum
Web Site: www.centralca.org
Contact Us: centralca@bmc.org

Follow Us: Facebook | Instagram | OCC/AMCA

FEATURED SPONSOR OF
LEGENDS AUTOBAHN

Annual Events: Cars & Coffee, Driving Team, Annual Summer Party, Monthly Board Meetings, Monthly Meet Meetings, HPEE Track Driving Schools, Autocross Series, Car Control Clinics, Technical Seminars

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 and local events and activities. The chapter runs a well-regarded driving program, including a car-care clinic, and a high-performance education program at two local tracks. We also organize races in and around the Puget Sound region and western Washington. The most popular yearly congregation of EBNs happens at the end of the famous 120 Points race, which attracts EBNs from all over the world. Later in the summer, we hold the M Car Day at Kiefer's Garage, attracting over 200 M cars of all years.

Chapter President: Steve Lilly
Newsletter Editor: Steve Lilly
Web Site: www.pugetsoundbmc.org
Contact Us: pschapter@bmc.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 our local point of contact in the San Joaquin Valley, from Modesto to Bakersfield including Yosemite, Kings and Sequoia National Parks.

ABOUT THE CENTRAL CALIFORNIA CHAPTER
 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 our local point of contact in the San Joaquin Valley, from Modesto to Bakersfield including Yosemite, Kings and Sequoia National Parks.

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 our local point of contact in the San Joaquin Valley, from Modesto to Bakersfield including Yosemite, Kings and Sequoia National Parks.

PUGET SOUND CHAPTER HISTORY

As with all the BMW Clubs in North America, formed in response to enthusiasts for the 2002. On June 4, 1978, a small group of BMW owners held an organizational meeting at a restaurant in Bellevue, decided to become the Puget Sound Region of the BMW Automobile Club of America, BMW CCA Region 8. BMW CCA has since changed a lot and so have the owners and the club.

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 and local events and activities. The chapter runs a well-regarded driving program, including a car-care clinic, and a high-performance education program at two local tracks. We also organize races in and around the Puget Sound region and western Washington. The most popular yearly congregation of EBNs happens at the end of the famous 120 Points race, which attracts EBNs from all over the world. Later in the summer, we hold the M Car Day at Kiefer's Garage, attracting over 200 M cars of all years.

ABOUT THE CENTRAL CALIFORNIA CHAPTER
 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 our local point of contact in the San Joaquin Valley, from Modesto to Bakersfield including Yosemite, Kings and Sequoia National Parks.

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 our local point of contact in the San Joaquin Valley, from Modesto to Bakersfield including Yosemite, Kings and Sequoia National Parks.

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 and local events and activities. The chapter runs a well-regarded driving program, including a car-care clinic, and a high-performance education program at two local tracks. We also organize races in and around the Puget Sound region and western Washington. The most popular yearly congregation of EBNs happens at the end of the famous 120 Points race, which attracts EBNs from all over the world. Later in the summer, we hold the M Car Day at Kiefer's Garage, attracting over 200 M cars of all years.

BLAIN MOTORSPORT FOUNDATION

For many years the Central California Chapter has held its annual holiday banquet and offers retirement party at the Blain Ranch, located just on the outskirts of the town of Blain, California. Blain's property includes not only a working ranch but also the Blain Motorsport Foundation. Blain is a rancher, an auto enthusiast, a historian, and a motorist. He makes his spending habits, 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 in the ranch—conditions, in the daylight, and in warm weather! It was really a really new perspective, and reinforced our feeling that this is a place more would be happy just hanging out in for days.

Blain's foundation was formed to preserve motorsport heritage. He maintains two large buildings full of sports cars, vintage race cars, and other motorsport 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' Buicks to Dr. Tompkins, and even some motorcycles. (My favorite is his old 1939 Triumph TR4, about identical to the one I owned when I was back in college.—Terry Edson)

Blain doesn't just run his foundation like a museum. Race cars on his property, and the magnificent thoroughbreds are removed to their original conditions 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. The car finished seventh in a field of 46, a very crowded field by any standard. It was powered by a 40-horsepower 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 staged this race car—and even faster that he's keeping it a plus. In contrast, he has a 1973 Chevron B14 Formula 5000 that he ran at the Rolex Monterey Motorsport Reunion in 2018.

Across the lawn from the main museum sits a 30s

THE FOUNDATION'S PRIMARY ACTIVITY IS TO SEARCH OUT SIGNIFICANT RACE CARS WHICH, AS BLAIN PUTS IT, WOULD OTHERWISE BE LOST IN HISTORY.

NATIONAL AND REGIONAL

NATIONAL FEATURES WITH ART-BOOK LEVEL PHOTOGRAPHY COMBINED WITH INDIVIDUAL CHAPTER PROFILES AND NEWS IN A LARGE FORMAT PREMIUM PACKAGE.

SHOWCASING THE BEST OF THE BMW CCA LIFESTYLE



M2 TEST DRIVE

THE M2 IS THE LATEST BMW TO FILL THE FUN-TO-DRIVE YET STILL AFFORDABLE NICHE BMW CCA CLUB MEMBERS WANTED.

STORY BY SAATCHI CARLSON

Jason Cammis does not like the ergonomics. Here we are at Laguna Seca, gleefully wearing out somebody else's tires and using up somebody else's brakes, and the rising star of Motor Trend's online video world is finding fault. Now, Cammis is so OCD that he makes me seem like a laid-back Malibu surf bum. And while he, too, is over the moon about the new M2, he is not blind to its faults. You have to look hard to find any. But Cammis, as I say, is a fanatic's fanatic. See him in the back seat taking pictures of the front seat from overhead; and then he jabs his finger at the images to prove to his fellow scribbles that by God the seat is sort of slanted to the steering wheel—by maybe an inch—and the steering wheel is therefore not exactly parallel to the driver's body; the pedals are a skosh to the right of where your feet wind up. No doubt about it. However, only Cammis would notice. Now, I myself am also big on ergonomics, because I favor drives of a thousand miles

or so, elevation, cover. But many one, I worst those that y leg. Also in a okay. Meta not a and t powe boost ing th The 3 M3; i into i on a gener



From BMW UK to the peaceful French countryside, the M3 was a boon companion.



M3 CLASSIC DRIVE

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-streak pleasure zone in this fabulous six-cylinder is a seriously selective soundtrack, developing as you work from 5,500 to 7,000 revs. There are no outright acceleration or cruising-speed handcaps 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- to 120 mph, although it is naturally substantially consider 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,

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 convoys, on grumpy winding minor coastal roads, was an assortment of period motorcycles, from a white one-liter Austin—invariably dubbed Snowflake—to a properly red Lancia and equally proper dark green Morgan of father-and-son crew Jim and Guy Lovelidge. 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 blistering 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

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



BERTONE 2002ti



BERTONE'S STAR DESIGNER, MARCELLO GANDINI, 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 Murai 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 oversized mirror when opening the humongous glove box. In addition to these little touches, Gandini chose a flamboyant mix of 1970s cream colors and rose copper 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 Bertone. Bertone was under considerable pressure at the time, because his company had



DESIGNED TO INSPIRE MEMBERS AND IMPRESS ALL OTHERS.

EMPHASIZING SPECTACULAR PHOTOGRAPHY

BIMMERLIFE CONTENTS SPRING/SUMMER 2020

DRIVING BLISS

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.

10 PACIFIC REGION
Z8 ROAD TO JOY
ROADSTERS RUN FREE ON CALIFORNIA WINE COUNTRY HIGHWAYS

18 CLASSIC DRIVE
A RARE EVO M3 TAKES A CLASSIC TOUR

24 BAVARIA TOUR
VINTAGE BMWs CRUISE THE BAVARIAN ALPS

30 M2 TEST DRIVE
BMW LISTENED AND DELIVERED THE M2

36 BERTONE REBORN
A LOST 2002ti DESIGN IS RECREATED FROM SCRATCH

47 PACIFIC REGION CHAPTER NEWS & EVENTS

48 Roadrunner	59 Golden Gate	66 Hawaii	74 Oregon	79 Sacramento Valley
50 Sonora	62 Los Angeles	68 Sierra	76 Puget Sound	
54 Central California	64 San Diego	71 Sin City	78 Inland Empire	



5






BMW CCA

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.

8

BIMMERLIFE: PACIFIC REGION



9

FEATURING EXCITING CLUB ROAD TRIPS



DRIVING BLISS

Z8 ROAD TO JOY

STORY AND PHOTOGRAPHS BY ANDREW MACPHERSON

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

Wouldn'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



can drive from LA over from Orange County, and both of our long-distance guests from Washington and California, do we still drive over the San Joaquin Valley, the last we also across to bring your significant others? There we get the pleasure of Highway 99, drive on the flat valley floor, we stop off there for hours, only to get a jump on the day before pushing off for it in the morning.

Then we fill up with gas and drop our tops for the drive over to the coast on glorious Highway 101, the road that made me move to California. Twenty years later, I'm still in love with it, whopping the gas as we rise up to the coastal mountains, across one of the loveliest valleys. Crossing the pass, 101 drops down a steep slope to a series of rolling hills, crossing over right. There it changes again, leaving the high desert plains to reveal a valley toward the Pacific Ocean through low rolling hills, surrounded by California oaks, in a beautiful setting with wine country vineyards.

And suddenly, we head back north along Highway 1, which is beautiful for about half an hour—until we hit what traffic is to come!

Silly, our Washington car has a nice driving partner, having us to keep our Z8s from getting impatient. The car has to drive north! However, the car is not the gas, we're here to have fun, and we have to reach a great distance in the morning, and carry on north to meet the Northern California crew at the Napa Beach Overlook for our pre-gate dinner.

Leaving Los Gatos, we make a left turn north on the freeway, the main road to the coast, then over the coastal range and drop back into the thick, old-growth fog. We get to the restaurant just in time to get full. I remember from the morning before—“bring it down!”

Early morning, the beauty of the drive, all perfectly framed with a thick coat of clouds, makes for some interesting photos. In a very quiet and still drive north, crossing the Golden Gate Bridge, the fog is so thick that we can't see one of the 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 Sonoma, the fog is so thick that we're driving in a cloud that for the time we pass Point Reyes, we finally have a clear view of the coast, and we see the light and the sky which lifts the temperature—and our spirits.

After some dinner and gas conversation, we get back to our cars and head north to the Russian River, then cross inland to reach our meeting point, where we have all the way from Sonoma, where we break off and cross the hills over Colusa at the head of Napa Valley. The Gateway Grove has no one destination, it's a charming area of the vintage being such a nice, such with its own individual parking area, making it a perfect place for our run.

Then we reach the top of the hill, and we're in the red, and prepare ourselves for dinner in Sonoma. Dinner, twenty minutes to the north. Leaving the restaurant, we take the east side of the valley, leaving some Napa grapes. Silverado Trail. The hill rises more steeply over the hills, especially along into the twilight, as we see the sunset, the road is so quiet, and it gives us all a moment of shared magic from the open cockpits of our Z8s.

Our Northern California crew has organized dinner at the glorious Tu Tu restaurant right by the gateway house of old Napa Valley. That's where our final Z8 join us, bringing our members together. After a delicious dinner, we cross back along the Silverado trail, head to our meeting spot and let us leaving from the valley to keep the sunset still to be as we enjoy the valley and its vineyards in the light of the full moon. Another moment with our lovely company.

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

SHOWING CLASSIC AND VINTAGE DRIVES

DRIVING BLISS



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

Challenging 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 rotory MGB V8, but also loaned a radically redesigned MGF to American concours judge Bob Kochebrand 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 body body means that



When we see it virtually when you get especially hard to parking lot. The barrow holding M3 drove back to the 1980s, but to practice we drove a 2.3-liter motor through the 5.5-liter 3.0-liter engine. The one-week program was in the latter two years—a variety of other roadwork challenges were made from 1980s-1990s cars.

There are no weight restrictions or constraints on speed. The M3 would hold a steady 1800 and an indicated 85 mph on the highway. The gear measured from the 2000, but because its torque can be sustained at a regular 100-120 mph, although it is usually extremely variable in road, wind, and engine checks at that pace. Fortunately, the approach is usually variable in road, wind, and engine checks at that pace. Fortunately, the approach is usually variable in road, wind, and engine checks at that pace. Fortunately, the approach is usually variable in road, wind, and engine checks at that pace.

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



These were the shared and engaged in. Then the afternoon drive, we were based in the coastal town of Le Touquet. About 100 miles in the road, French owners on gently winding motor roads could make us an excellent of general experience from a white one-lane Austin—initially defined from 1980s—a property of 1.2 miles and quickly passed dark green Morgan of fabric and was over 100 and 100 km/h.

A short spin onto the A141 inland motorway, and we approached the town of Le Touquet. The M3 is a 1.2 miles and quickly passed dark green Morgan of fabric and was over 100 and 100 km/h.

The region surrounded to make a first as we had our driving license made us, but had into the left corner of road and the narrow road. The road was made of 1980s-1990s cars. The M3 is a 1.2 miles and quickly passed dark green Morgan of fabric and was over 100 and 100 km/h.



Checker Floor Mats prevent damage from dirt and spills while adding a piece of BMW history. Every Fit is Guaranteed. Every Mat is Hand-Crafted. Call for free samples. Custom-Made in USA.

COCO MATS
The Original Auto Mat.

www.cocomats.com 1.800.461.3533

SHOW YOUR CHAPTER AT ITS VERY BEST



Puget Sound Chapter

Bellevue, WA
Chapter President
Steve Libby

Newsletter Editor
David Lightfoot

Visit Us
BMWPPSOUND.COM

Contact Us
President@bmwpugetsound.com

Follow Us
Facebook & Instagram
@BMWPPSOUND



Annual Events

- Cars & Coffee
- Driving Tours
- Annual Summer Party
- Monterey Car Week Events
- Monthly Board Meetings
- HPOE 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 Gino's Garage, attracting over 200 M cars of all years.



PUGET SOUND C

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, 1978, 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 AGA 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 & BMW draws BMWs and their owners to the Triple XXX Drive-In in Issaquah. The E30 Picnic is for fans of those bevy 3 Series cars from the 1980s and early 1990s. M Car Day is for those with Mercedes-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.

ABOUT THE SONORA CHAPTER



Sonora Chapter

Tucson, AZ
Chapter President
Fred Forstik

Newsletter Editor
Guenther Frensch

Visit Us
BMWCCA50002.ORG

Contact Us
Arms@bmc@gmail.com

Follow Us
Facebook & Instagram
@SonoraBMWCCA



Oregon Chapter

Beckley, OR
Chapter President
Buck Babbly

Newsletter Editor
Jasmine Torres

Visit Us
bmworegonca.com

Contact Us
Jasmine@bmworegonca.com

Follow Us
Facebook & Instagram
@bmworegonca



Annual Events

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

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 Boudier 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 newest 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.

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 tour. 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.



Want to go for a nice drive and lunch? Sign up for the April 20 drive to Sonora with lunch at the Copper River Brewery. Should be a great day to eat. Or try the Road Rally on May 5, a fun, easy Rally, or just meet up later in the afternoon at Scordino'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 these events. Speaking of which, the next is July 11 at Cafe La Cita.



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 rolling coaster roads past lush vineyards. Challenge your driving skills as you twist through rugged mountains, or relax as you drive into a waters 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 your'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 in popular: Winter

Celebration, a Wine Country Tour, the Coast Tour, car cruises at the Rose Cup and Portland Vintage Races, the Mayhill 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 newsletters, 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 each 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!



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 other while enjoying appetizers and wine or beer.

desert 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. We 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 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!)

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 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 2400i to M5, 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

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' harvest. The weather had just turned a couple days before, from widely 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 cavans from the dealership parking lot, and several more BMW 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 Sonora, and then beyond to the wine growing region on the plains between Elgin and Parker Canyon Lake Road. The elevation



changes between Tucson, at about 2,100 feet, to the Sonora plains, about 4,300 feet above sea level, coupled with the mostly two-lane, but well-maintained highway between 10 and Sonora, 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



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 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 Southern 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 professions. The latest M car, the latest 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. "What 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."

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 Mile Lake is awesome! Picture this: We drive through the wetland 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 pit area 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.

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



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. Trips are guided participants to their parking spots based on the class listed on their dash cards. This year's featured car was "Hatchback." This included touring models, X-car, 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.



- Boys/MotoWerks
- Enthusiast Media Group
- 2M Shift Boots
- CrownSpeed
- Heat And Tone Apparel
- WheelKraft NW

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

EVERY CHAPTER HAS A FULL SPREAD WAITING TO BE FILLED WITH ARTICLES, EVENTS AND PHOTOS.

CHAPTER PAGES

- **CHAPTER LOGO**

(high resolution of 300dpi or vector)

- **CHAPTER OFFICERS**

List with contact information

- **ANNUAL EVENT CALENDAR**

List with event names, venues/locations, and dates.

- **CHAPTER PROFILE.**

A 300-word profile article and three high resolution/quality photos.



Oregon Chapter
Portland, OR

Chapter President
Buck Bailey

Newsletter Editor
Janette Teevan

Visit Us
bmworegoncca.com

Contact Us
Janette@bmworegoncca.com

Follow Us
Facebook & Instagram
@bmworegoncca



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 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 OREGO

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 organ...
a festival-like en...
raffle items, foo...
ters, and lots of...
it runs like a clo...
is awesome! Pic...
verdant and tech...
starting point, v...



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. Flagger's 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!

bar-our making rds. gged driv-nded s and ongon s ly pro-

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 Honess 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!



CHAPTER PAGES

FULL PAGE FOR ARTICLE(S)

- Word count range from 800 to 1,000 (or can be broken into two smaller articles)
- At least two high-quality, high-resolution photos that are relevant to the subject - include photographer names for credit.
- Focus on club events, activities, and chapter community and presence that showcase the BMW enthusiast lifestyle as experienced in the chapter.

CHAPTER PAGES

GOT MORE TO SHARE?

- We will work to accommodate chapters that need more space as is possible.
- Does not prevent a chapter from publishing its own newsletter.
- Promote your chapter and events to everyone in the region!
- Introduce your chapter to potential members!

BMW Car Club of America
Central California Chapter

Central California Chapter
Visalia, CA

Chapter President
Wayne Wandrum

Newsletter Editor
Wayne Wandrum

Visit Us
www.ccbmwcca.org

Contact Us
wvwandrum@ccbmwcca@gmail.com

Follow Us
Facebook & Instagram
@CCCBMWCCA



FEATURED SPONSOR OF



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

56

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 Wandrum (send to webmaster.ccbmwcca@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.ccbmwcca.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, CONT.

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 1980s antediluvian 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 Posidonia 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 Wandrum offered rides in his 1959 Jetta, 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 Motorsport Foundation. You won't be sorry.

CENTRAL CALIFORNIA CHAPTER



BLAIN MOTORSPORT FOUNDATION

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 Visalia in the San Joaquin Valley. Blain's property includes not only a working ranch but also the Blain Motorsport 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 motorsport 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 Tomason, 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 60, a very crowded field by any standard. It was powered by a 150-cubic-inch 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 Chevrolet B24 Formula 5000 that he ran at the Rolex Monterey Motorsports Reunion in 2018.

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



THE FOUNDATION'S PRIMARY ACTIVITY IS TO SEARCH OUT SIGNIFICANT RACE CARS WHICH, AS BLAIN PUTS IT, WOULD OTHERWISE BE LOST IN HISTORY.

BMW Car Club of America
Golden Gate Chapter

Golden Gate Chapter
Greenbrae, CA

Chapter President
Ashley Bralke

Newsletter Editor
James Takamoto

Visit Us
GGCBMWCCA.org

Contact Us
member@gtg@ggcbmwcca.org

Follow Us
Facebook & Instagram
@GGCBMWCCA



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 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 performer driving schools. These events are held at local tracks such as Laguna Seca Raceway and Thunderville 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 Festivals 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 events 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!

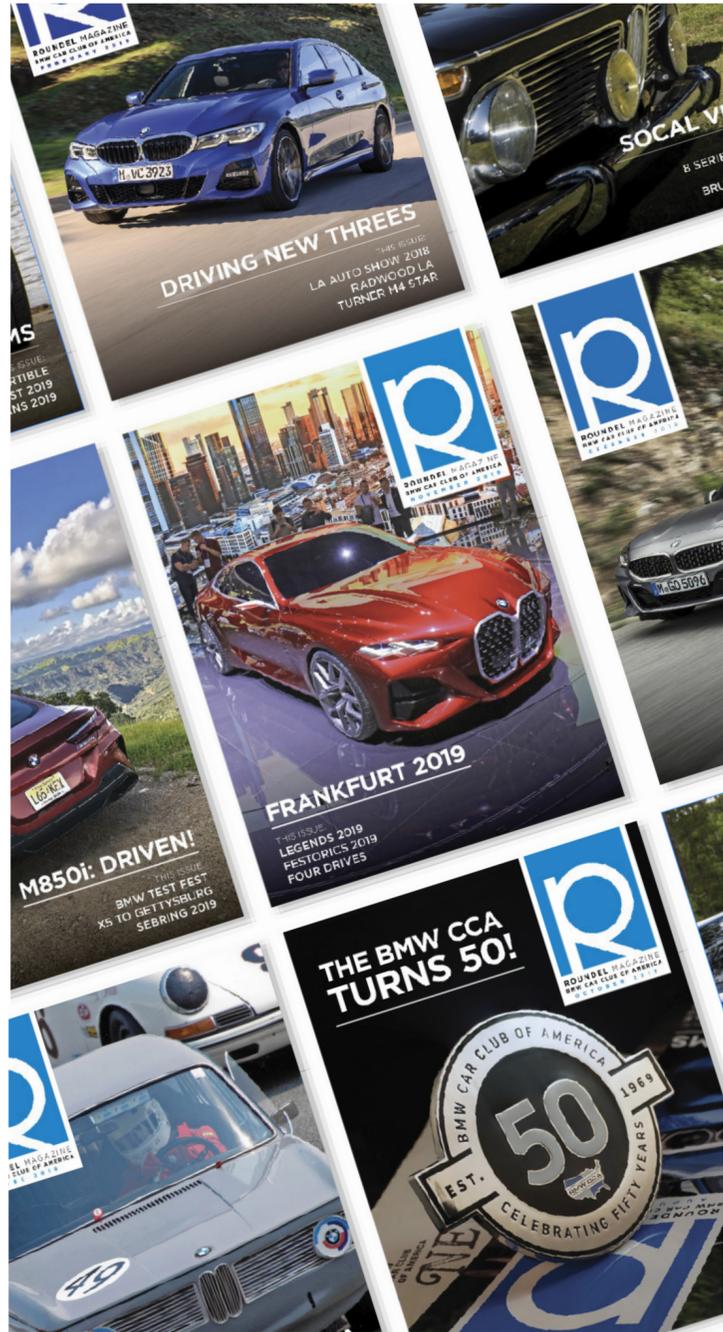




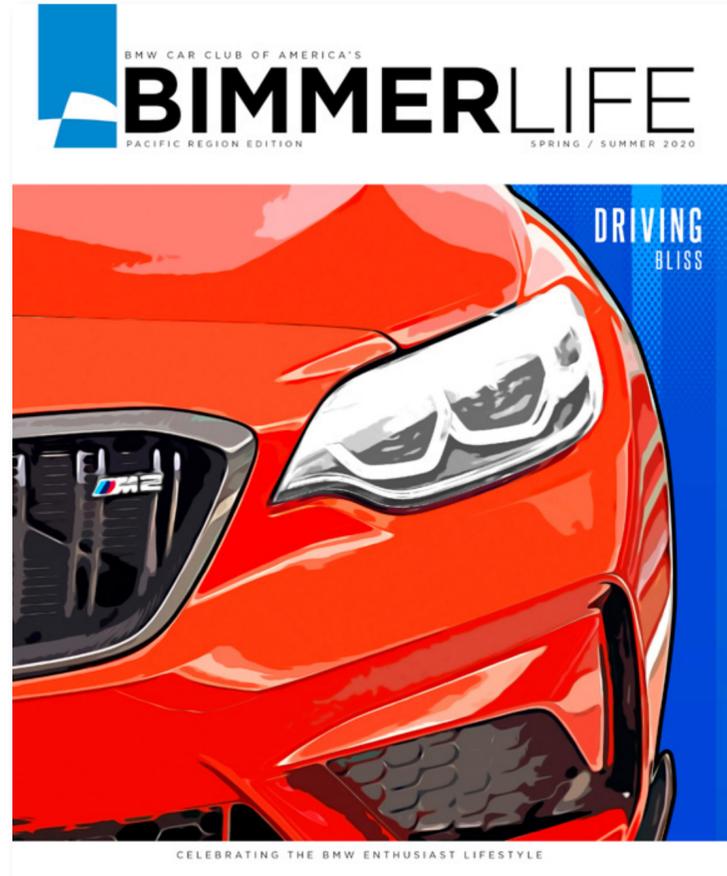
59

BMW CCA IS THE LEADING BMW PUBLISHER IN THE U.S.

ROUNDEL MAGAZINE



BIMMERLIFE MAGAZINE



BIMMERLIFE ENEWSLETTER



BIMMERLIFE.COM & SOCIAL

