

**BMW Car Club
of America
Inland Empire Chapter**



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BMW Car Club of America,
Inland Empire Chapter

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OKTOBERFEST, MONTEREY 2013

For those of you who have never attended a BMW Oktoberfest, you'll have an opportunity to know what you've been missing. For the first time in MANY years the BMW CCA Oktoberfest will be held on the west coast and in BEAUTIFUL Monterey, California near the famed Mazda Laguna Seca raceway. Think about this ... the most famous BMW event, held at the most famous west coast racing circuit, on the heels of the most famous "auto week" in the entire country (Legends of the Autobahn, the Monterey Historic Races, the Concorso Italiano, Gooding, RM, and Mecum auctions...). It'll be nirvana! There's more. We're not just going to "go" there. We're going to DRIVE there -- in style! The Inland Empire BMW CCA will participate in a three-day perusal of curvaceous Washington, Oregon, and California roadways en route to wonderful Monterey. Beginning Monday, the fevered pitch rises even higher as Oktoberfest events begin. Tour, Rally, Autocross, Drive, Race, Relax and Enjoy. Monterey has so much to offer! See the BMW CCA website (www.bmwcca.org) for registration details. Join us!

President's Corner

Out With the Old?

To borrow a line from Roundel columnist Joseph Chamberlain, "What about these 'Beezers' (BMW-Geezers)" and their unreasonable attachment to these old, outdated, cars? Why should we even care about the 1936 BMW 328? What is this 2002 thing? The 3.0 CSI? What of it? "Look, I can blow the doors off any of those cars. I flew by all of those old timers with my E92 M3 the last time I was at the track. If they can't keep up they should just keep off the track!" Really?

Recently I went to a Regional BMW CCA conference and listened closely as BMW CCA officers voiced concerns about the Club's retention difficulties. "Overall Club membership is staying the same, we're losing members at the same rate we're gaining them." This was pronounced "the result of Club leadership not adjusting its activities to be more in tune with changing Club demographics." While we focused primarily on methods designed to help older members to "see through the eyes of the young" or contemplate the "legitimately un-motorsport reasons" for owning an SAV, I found it interesting there was no real effort to help younger members understand the sources of concern for older members, particularly the older members' "strange fascination" with the "older cars."

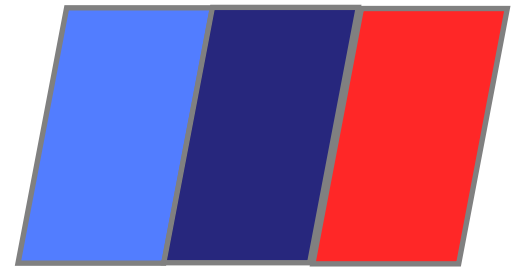
I think this "strange fascination" is worth a little exploring. Are they really just cranky old "Beezers" grasping at the past? Well ... they're grasping at something, but it's not the past. While it is true technology will always advance, their desire is not a total rejection of new technology, but rather a concern for what technology increasingly does to US ... the drivers. Their anxiety centers around the increasing tendency of the modern BMW (or the modern car in general), to insulate, and even isolate, drivers from the mechanical marvels older members call the internal combustion engine, the manual transmission, and a direct steering and suspension system, all which demand real, focused, input from the driver. For many of our influential senior members, the automobile was, and still should be, a symbol of man's supremacy over the machine. Nirvana for these members is a machine whose ultimate performance can only be wrung out by a skilled driver aided only by his own skills and wit. Any "modern" automotive development which does not have the human being at the center of its operations diminishes the role of the driver, and thus cannot be part of a "REAL BMW."

Not convinced? Let's consider post WWII history a moment. In the years surrounding WWII the world desperately looked for heroes. During wartime, we found heroes in soldiers, Medal of Honor winners, and, in particular, combat pilots. If pilot-hero-worship had a drawback, it was that pilots' combat exploits, although impressive, were often performed far from the view of adoring countrymen. However, as Eu-

ropean and American economies slowly began to recover from the economic devastation of war, automobiles designed for speed, and their daredevil drivers, took the place of flying aces in the common man's imagination. These new "pilots" performed their exploits at eye-level! Drivers of 50s, 60s, and 70s GT and open-wheel cars, travelling at unheard-of-speeds, captivated the attention of both Europeans and Americans. "What bravery they showed fighting (driving) for their countries!" As the machines became more and more potent they required braver and more highly-skilled drivers to pilot them. Just as in wartime, some of these new "pilots" died as they struggled to control the powerful beasts beneath them. Here is was, as in warfare: man's mastery of the machine; daring drivers successfully taming the angry beast. The common man, of course, sought a sense of inclusion in this hero reverence. Cars somewhat less powerful, but still demanding the full attention and skill of the driver, were sold by the hundreds of thousands to admiring enthusiasts. They were made to feel a part of the mystique: man controlling the machine. Many BMW CCA members are only one generation away from this "pull-yourself-up-by-your-own-bootstraps" generation. They are our grandfathers, fathers, and uncles. They carry with them their fathers' beliefs.

Now, with this background, let's consider the modern BMW and why our seniors' "man-is-supreme" generation is troubled. Modern BMWs at their limits can no longer be controlled by the common driver. Although their capabilities for performance, handling, acceleration, and speed are worlds apart from the BMWs of the 60s, 70s, and 80s, the skill required to "tame" them has exceeded the capabilities of all but the most highly skilled drivers. Computer systems MUST be employed to control the modern beast and safely allow their modern performance capabilities to be enjoyed. Simply put, man is no longer supreme; he either chooses to acknowledge his limitations and accept a new layer (or two, or three) of technology, positioned between him and the road, or he must continue to drive older cars.

Edward Markham, when considering the industrial age, foresaw our time when he said, "We are all blind until we see that in the human plan, nothing is worth the making if it does not make the man." The "Beezers" among us, who see man as the ultimate thinking machine, will always incline toward a time when man, by himself, reigned supreme over the automobile. The fact that modern cars are faster, more maneuverable, and safer does not matter to them. Looking for more evidence of my theory? Consider the massive resurgence of interest in vintage automobile racing: men back in restored racing cars which again DEMAND they be controlled by their masters, unassisted by computers. For these "Beezers," man, himself, is once again the object of development, not the computer-aided machine.



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Is there something valuable in this lesson? Yes. Heroes, even in our modern world, are still defined by the amount of their success attributable to their own mettle. "Beezers" are simply dedicated to this notion. If you feel similarly, then aren't you also a "Beezer?" I am.

Disagree with me? Drop me a line at president@iebmw.org!

- Tom Sparks, IEBMWCCA President



Graceful Aging with Healthy Kidneys

By Chris Brown, IE BMW Vice President

It's funny, I have always been a car buff and have kept my car radar tuned to "full ON" pushing 60 years. It is easy to recall good memories from the past and those corresponding cars. My earliest memories are of my mother's 49 Hudson hornet, a big car that sported opera rope handles behind the plush



front seat, I would stand tall to see over the seat and hang onto the rope tight as mom wasn't afraid of the gas pedal.

For me, the most interesting part of observing the visual design changes of cars over the years is watching specific designs find a graceful trek into the next model run; noticing visual continuity within a production cycle and how a specific model can change year to year, or sometimes watching a design careen



right off a cliff. Like the late 70's T-bird, once a handsome "personal luxury" car, became sad and a rolling junk

yard, just sheets of metal and chrome bound for the toaster factory. How well will a car present itself when the paint no longer shines, the bumpers are uneven, and the head lights are glossed over? Often times, designers will pen a beautiful automobile for 5 years out and then re-design it in one year increments in a reversed cycle, so that it will have a graceful landing at the end of its model run. Sadly, some of these middle years may be the homeliest with only a faint clue as to its designed pathway. A good example would be the Ford Taurus and Thunderbird of the 80's-



increasingly attractive at the end, right before pulling the plug on that styling chapter, with

the earlier years less than impressive visually. The poor soul who then buys a mid-production car, thinking it's handsome, gets to view the subsequent model which was penned originally five years earlier and reveals the finer destination of the model. Now you're stuck making payments on a earlier, bygone red-headed stepchild.

Ok, let's stir the pot...BMW'S were boxy little beasts. Rounded tuxedo styles of the 50's changed by slipping on soft-edged, hardwork-

ing blue jeans of the early 60's, all the while sporting a pair of healthy kidneys up front. Bimmers have been boxy a long time. (Of course, taking the 'box cake' is the venerable Volvo of the 60s-90s past).

Volkswagen, Audi, BMW and Porsche were to emerge from the 70's visually stronger with both styling feet on the floor. The Germans coming out fighting with full knowledge of the weak car quality from the United States. This was a time that BMW took huge strides in building new models and creating the M category. Still boxy, but finding graceful new lines in the new personal sport/ luxury lines in an effort to win Americans away from the crappy Monte Carlo's and Cordobas, just two sad reminders of manufactures losing their way.

Rounded tuxedo styles of the 50's changed by slipping on soft-edged, hardworking blue jeans of the early 60's, all the while sporting a pair of healthy kidneys up front.

The 70's and 80's brought the rise of the Japanese car with increased reliability, (...also another story) but their styling influence on the industry was minimal in the 90's. The Japanese cars simply all looked alike, losing nearly all identifiers as to their roots and parentage- save Honda's short lived triangle tail lights which could be found on Mercedes the next year. A new emergence that the Japanese had something to say after all, and by the late 90's had influence by sheer numbers of cars sold here at home. The Asian mega metal stamping found light in the 2000's, and by mid 2005 one could tell a Toyota from a Honda again as new youth infused the designs. The teens came pushing up the cost-cutting Korean models, which found their own styling confidence and influence- hard-edged "flame" styling, something borrowed from the BMW camp and tweaked to its own new wave to the US shores. Now it is also having modest influence on the greater industry.

The E30 is rightly regarded as a handsome survivor and passes the test of time with an A+ but was not so beautiful at birth. New models coming on from the American market that just had won the right to build euro-style headlights now



had options never known to earlier designers. The E30 had classic golden rectangular lines, boxy at a time when others were smoothing their edges, with the added flexibility due to the new headlight laws, comparing a 1988 E30 with a Chevy Beretta at the Seattle car show I remember looking at these 2 door coupes and watching the public gather, the bimmer had no viewers, it looked tired next to the new sleeker Chevy coupe and all the audience. Things were-a-changing. So where is the Beretta today? Try and find one? Good luck... With poor build quality and lack of loyal owners the car is virtually lost, whereas the Bimmer can be found all over town, and found in every degree of aging, from pristine survivor to decaying basket case. The important part is they are still on the road- practical and boxy and fun to drive.



Then came the E36, which sold in droves and began the 3 series climb in popularity, cars were chock full of industry leading techno gadgets. The E36 was handsome

and the styling baton passed confidently to the E46. The evolution of BMW, like all manufacturers, are pressed forward by a competitive world-wide auto industry, buying needs of the public, the environment, and safety requirements.



Bimmers, like few other car companies, seem to have a solid knack for seamless and graceful continuity between model runs, insuring that our buyers don't end up with the slovenly when the newest model hits the street. Their design continuity insures the investment you make will age with grace creating loyal time tested owners, or just maybe it is a good set of kidneys.

PENNIES FROM HEAVEN RALLY

On April 27th the IE BMW CCA put on a charity rally for the Spokane Guild School. 8 cars and 16 members donated \$10 each and answered questions about Abraham Lincoln and the U.S. Penny while navigating a rally course taking them over either a long or short course, based on correct responses to the rally questions. One group of ralliers aced the test and were back in only 35 minutes, having made every observation along the way perfectly! Others, who shall remain nameless, were seen discussing divorce as they hacked their way through the course, completing the rally in just over 90 minutes. A fantastic lunch at Red Robin followed, with prizes of \$100 from Camp BMW as the winners' reward. Camp BMW partnered with our Club and donated additional funds to equal a \$500 donation to the Guild School!



SPRING FEVER DRIVE

On March 30th we braved the threat of rain and headed out on our first IE BMW CCA driving tour of the year, a wonderful drive around Lake Coeur d'Alene. This was our new Event Planners' first throw-down event and it was particularly PERFECT! The weather was outstanding, the temperature was cool and the scenery was picturesque along the 100 mile drive. 18 cars met at Le Peep Cafe in Coeur d'Alene at 8:30 AM and enjoyed a warm-up beverage, then headed out for a VERY spirited drive led by our new Officer-at-Large, Steve Harris and his wife, Tina. The route brought us through the rolling hills and shorelines of Lake Coeur d'Alene. The tour ended at the Coeur d'Alene Gold Club Restaurant where we were treated to private dining. After a stupendous lunch, we walked to the Golf Club parking lot where we were treated to a Golf Cart Autocross. Fifteen drivers maneuvered a golf cart through a serpentine course for time, but had to accomplish the drive with drunk-driver simulator goggles over their eyes. More than a few cones were hit, but all had fun. Our own Sean Sweeney won the coveted gawdy plastic "Mr. T" necklace for his winnings! See Photos Page 5

Spring 2013 Lewistown, MT HPDE hosted by Big Sky PCA

It was definitely Spring in Montana for the Lewistown HPDE held on May 18th and 19th. IEBMW Members Jay Greene, Nicole Altese, Tom Rogers and Kevin and Paula Cox from Bozeman and Kevin Riordan and Jeff Bushman from Spokane were among the 45 drivers who participated. Saturday was an excellent day to run and although we were only able to get one run in on Sunday it was well worth the \$90 registration fee for both days. Look for videos and pictures on our Facebook site. Next event is September 14-15th, 2013.



**BMW Car Club
of America
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Put Some Kick in Your Kink!

Now for the first time, Inland Empire Chapter has stickers!

Wear your sticker proudly! To order e-mail Chapter Treasurer Jack Brown at Treasurer@iebmw.org.

\$2 each will help support your Chapter, buy one for each of your Bimmers!

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Your
Colors!**



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LePeep
Cafe



Spring Fever Drive, 2013

IE BMW CCA Upcoming Events

What's new for 2013, you ask? The calendar is already thick with activities, check our web-site for updates and for the list of events for the year. **Bold text indicates IEBMW Club Event**

June 1-2: SOVERN Vintage Races/IE BMW CCA Car Corral: We'll be at Spokane County Raceway for the SOVERN Vintage Races. Bring your BMW and park it our car corral. Visit our BMW Tent and check out the new BMWs on display! Oh, you can watch the races, too!

June 5: Advanced Auto Fabrication (AAF) Track Day, Spokane County Raceway

June 6: General Membership Meeting

June 8: Advanced Auto Fabrication (AAF) Dyno Day

June 15: Car d'Alene Car Show, Coeur d'Alene, ID

June 21: Car Control Clinic, Pacific Raceways, Puget Sound Chapter BMW CCA

June 22-23: AutoSports NW Autocross

June 22-24: Griot's Garage/LeMay Museum/Chihuly Museum Drive: We'll be driving to the Seattle-Tacoma area for a tour of Griot's Garage, The LeMay Museum, and Chihuly Glass Museum. If Richard Griot is there, we may even get a private tour of one of the coolest car collections anywhere, like an F1 sled piloted by Nikki Lauda or Michael Schumacher!

June 27: European Car Cruise

July 2: General Membership Meeting

July 3: AAF Track Day, Spokane County Raceway

July 12-14: Northwest Motorsports Gran Prix, Spokane County Raceway

July 20-21: AutoSports NW Autocross

July 21-22: Chump Car Races, Spokane County Raceway

July 25: European Car Cruise

July 27: AAF Dyno Day

July 27-28: Thompson Falls Drive with Porsche Club

August 1: General Membership Meeting

August 7: AAF Track Day, Spokane County Raceway

August 15-25: BMW CCA OKTOBERFEST, Monterey, CA: We'll be heading south to Monterey for Oktoberfest 2013. We'll meet the Rattlesnake Chapter in the Tri-Cities, pick up the Puget Sound and Oregon Chapters in Grant's Pass, Oregon, dip around Crater Lake National Park, then make a break for Highway 101 and the coast. Want to get to Monterey earlier for the Legends of the Autobahn and the Monterey Festorics at Laguna Seca? Jump in with our early group and meet us there!

August 16: Legends of the Autobahn, Monterey, CA

August 17-18: Monterey Vintage Races (Festorics)

August 17: All European Car Show, Billings, MT (hosted by Absaroka PCA)

August 18: Cruizin' on Main Car Show, Bozeman, MT

August 18: AAF/Good Guys Car Show/Dyno Day

August 29: European Car Cruise

September 5: General Membership Meeting

September 6: Car Control Clinic, Pacific Raceway, Puget Sound Chapter BMW CCA

September 14-15: Autosports NW Autocross

September 14-15: HPDE, Lewistown, MT

September 18: Advanced Auto Fabrication (AAF) Dyno Days

September 18: Advanced Auto Fabrication (AAF) Track Days at SCR

September 26: European Car Cruise

September 28: SCHWEITZER LOOP W/BRITISH CAR CLUB

October 2: Advanced Auto Fabrication (AAF) Track Days at SCR

October 3: General Membership Meeting

October 5: High Performance Driving Event, The Ridge, Sheldon, WA

October 5: Advanced Auto Fabrication (AAF) Dyno Days

October 5-6: Autosports NW Autocross

October 12-13: HIGH PERFORMANDE DRIVING EVENT, SPOKANE COUNTY RACEWAY

October 31: European Car Cruise

See our web-site, www.iebmw.org for the events scheduled for the remainder of the year.