

MotorCityCourier



Photo courtesy of BMW NA

Tentative 2013 Schedule

Check **online** at www.motorcitybmwcca.org for the most **up-to-date schedule**



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January

February

March

20—kickoff dinner at Logan's Steakhouse on the grounds of Oakland Mall

April

27—spring thumb drive

May

05— car control clinic/ autocross

June

01— Detroit grand prix BMW car corral

21—one day high performance drivers school at Waterford Hills

16— EyesOn Design gathering

July

winery tour—13

concours d'elegance rumble-seat picnic— 28

August

street survival school— 24

September

two day high performance drivers school at Grattan Raceway— 27– 29

October

November

K2K karting enduro—tbd

December

holiday party and annual members meeting— 04

- Note: *italicized* events are not affiliated with the MotorCity Chapter BMW CCA and are for information only
- For more information about upcoming events please contact us

MotorCity Chapter of the BMW CCA

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Change of Address? Contact National HQ at www.bmwcca.org and click on the member services area or call 1.800.878.9292 or write to BMW CCA, 640 South Main St, suite 201, Greenville, SC, 29601

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Last year, over 5,000 teenagers died in motor vehicle crashes, the leading killer of American youths aged 16 to 19, accounting for more than 40 percent of fatalities in that age bracket. To reduce this number we developed Tire Rack Street Survival, a non-profit, national driver education program aimed at teaching teens the skills they need to stay alive behind the wheel.





Horst Reinhardt Jr

newsletter@motorcitybmwcca.org

rants & ramblings club business

I've been thinking a lot about p-cars lately (Porsches to those outside the HPDE scene), much to the chagrin—I'm sure—of the most recent ex-president for life, Randy Perry. He who has regaled us at many a board meeting about how satisfying it is to pass Stuttgart's finest on the track.

My father just picked up a brand new 2014 Cayman S—the first registered sale of the freshly redesigned mid-engined sports car in the state of Michigan so far as we can tell. I've been with him all along the way, from ordering to the building anticipation to delivery. So I have a good excuse as to why p-cars have been on my mind. I even thought for a fleeting second that I'd buy his "old" Cayman, but finances got the better of me.

The dealership had a Cayman introduction party the night before my dad was to take delivery of his. My father's car was front and center, along with two dealer ordered Caymans, some Boxsters and a few 911s. As I sat there and looked at all the sports cars it struck me that if I ever had the means and the inclination it's a Porsche I'd buy and not a Ferrari or Lamborghini or some other exotic supercar. And it has little to do with performance.

The clothes you wear, phone you text with, car you drive, home you live in and spouse you take all say a great deal about who you are—or at least want people to think you are. Cars in particular have survived as symbols of who we want to be, from the gilded age to the current social media generation. So what does a car say about you?

To this Midwestern wallflower the flamboyance of a Ferrari is too much to handle, I would be embarrassed by the attention it would garner. The devilish grin, undulating bodywork and wailing engine note conspire to turn even the standard Ferrari 458 into mortal sin incarnate. As beautiful it is to look at and dream about, I'm not sure I can relate.

To this Midwestern wallflower the flam- boyance of a Ferrari is too much to handle

The 911 on the other hand could be considered venial sin by comparison. Its decades old shape is familiar and comfortable, its expression charming. Buying a Porsche almost expiates all those thoughts you have about a Ferrari or Lamborghini or Paganini.

BMW's suffer a bit in the who do you think you are department; at least in the mind of the general public. BMW has become both an aspirational brand and a symbol of undeserved decadence. It started with the yuppies—the Ray Ban wearing, leather gloved young urban professionals that marketing departments the world over chased for a few years back in the 1980s.

According to political commentator Victor Davis, "Yuppism... is not definable

entirely by income or class. Rather, it is a late-20th-century cultural phenomenon of self-absorbed young professionals, earning good pay, enjoying the cultural attractions of sophisticated urban life and thought, and generally out of touch with, indeed antithetical to, most of the challenges and concerns of a far less well-off and more parochial Middle America. For the yuppie male a well-paying job in law, finance, academia, or consulting in a cultural hub, hip fashion, cool appearance, studied poise, elite education, proper recreation and fitness, and general proximity to liberal-thinking elites, especially of the more rarefied sort in the arts, are the mark of a real man."

The BMW became the chariot of choice for card carrying members of this "phenomenon". And BMW marketing fed right into it by advertising their cars alongside horse farms and private planes and other good things. In an effort to grow the brand and become the equal of its prestigious German rival, Mercedes-Benz, BMW abandoned its enthusiast roots and chased and elevated social status. The products followed the marketing—the 5 and 7 became more luxurious, as did the sporty 3. Ironically what made the brand unique and so appealing to the upwardly mobile to begin with started its long road to irrelevance that persists to this day.

But their cars, particularly in M guise, can still be appealing to the enthusiast. They are no longer the lightweight runabouts they used to be, but what is? Unfortunately the residue of reactionary marketing 30 years ago still lingers to this day and enthusiast owners have to deal with the fallout.





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On Saturday, February 23rd, five of your MotorCity Chapter Board members, joined over 20 members of the Michiana Chapter of the BMW CCA. The meeting was held at Sam's Joint Restaurant in Plainwell, Michigan to discuss plans for some possible joint events in 2013. We were welcomed by Eve Dolenski, a frequent participant at Motor City Chapter driving events, as well as the other Board members from that chapter. During and following lunch, a lively discussion ensued with a number of ideas being suggested both for Michiana Chapter and events that could be pursued with Motor City. Some possibilities include a picnic, tentatively scheduled for July 20th and some possible dates for an autocross event. Check the website and coming issues of *the MotorCity Courier* for details as they develop. May 5th has already been set aside for a Car Control Clinic to be held at the Tire Rack facilities in South Bend.

In addition to working on joint events, we will also bring our respective members news of each chapters events for the year. Some worthwhile events to be attended by members of Michiana for 2013 include a spring drive on May 11th, a German Car Show at the Gilmore Museum grounds on July 13th and a potential Fall Drive on the west side of Michigan on October 12th.

The Michiana Chapter is quite a hospitable group, treating the Motor City Board members to lunch at Sam's. We look forward to meeting up with them in the coming year.

— Paula Albert, Membership Chairperson



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MotorCity BMW CCA

Car Corral at the Detroit Grand Prix



SEATS



BMW Car Corral - Saturday

6/1/2013 7:00 AM

BMW Car Corral

Package Includes:

- * Reserved Seating in Grandstand 3
- * Paddock Pass providing access to "Garage Area"
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Saturday

Owner: \$120

Companion: \$80

Note: Only BMW models will be permitted to park in the BMW Car Corral

Join your fellow BMW club members for a great day at the races, **Saturday June 1st** by heading over to the Detroit Grand Prix website (<http://www.detroitgp.com/>) and picking up your tickets today. Simply choose the "tickets" tab" and then "car corrals" from the drop down menu. From there you can find the BMW corral "purchase now" option. **No looking for parking or waiting for buses, pull right onto the island and meet the rest of us at our reserved spot!** Don't pass up this phenomenal opportunity!



Waterford Hills Road Race Course Friday, June 21st

One Day
High
Performance
Driver's
School

Our One Day High Performance Driver's School at Waterford Hills Road Race Course is the perfect venue for beginners and experts alike. It's cheap, it's local, it's only one day. If you've never been on the track and would like to give it a try, this is the school to attend. Registration is quick and simple at www.motorsportreg.com. If you have questions, check out the forums at our club website at www.motorcitybmwcca.org.

MotorCity / Michiana Chapter BMW CCA Car Control Clinic & Intro to Autocross

When:

Sunday, May 5, 2013

Where:

Tire Rack facility
7101 Vorden Parkway
South Bend, IN 46628

Details:

This event is for new drivers, seasoned drivers as well as those who want to improve their driving skills. The one day event is spent learning and experiencing car dynamics through a series of exercises: skidpad, braking, turning, accelerating and so on.

It is the perfect venue for young drivers, seasoned drivers and drivers young at heart, to explore what happens at the performance limit of a car. It is a great first step or review for those who want to autocross or drive on a race track. Even if you never participate in one of these programs, many of the skills you learn will be useful on public highways.

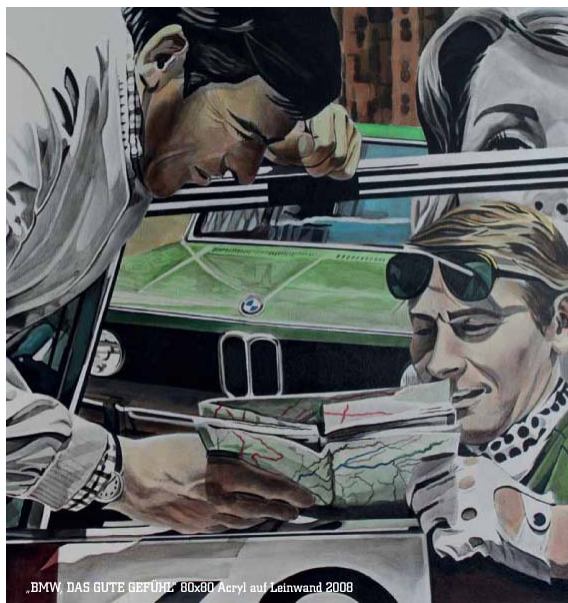
Cost will be \$45 for early registration by midnight April 21, 2013. \$55 after with registration closing on midnight May 2, 2013.

Lunch is included in the cost.

Registration:

Open to all BMW CCA members and guests of BMW CCA members. Due to the nature of the event, SAV's or SUV or trucks will not be allowed, though convertibles are welcome. Registration is quick and simple at www.motorsportsreg.com. If you have any questions, check out the club websites at www.motorcitybmwcca.org or www.michiana-bmwcca.com and at our Facebook pages at BMW CCA Motorcity Chapter or Michiana BMWCCA Chapter. For more information contact president@motorcitybmwcca.org

Concours d'Elegance Rumble Seat Picnic

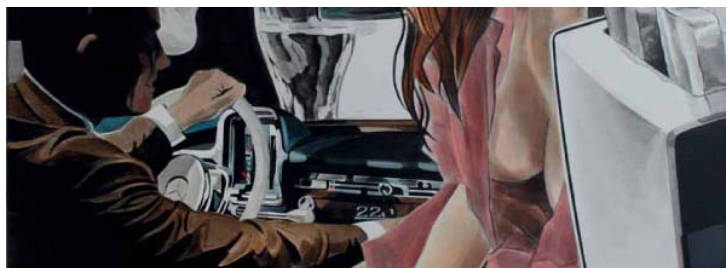
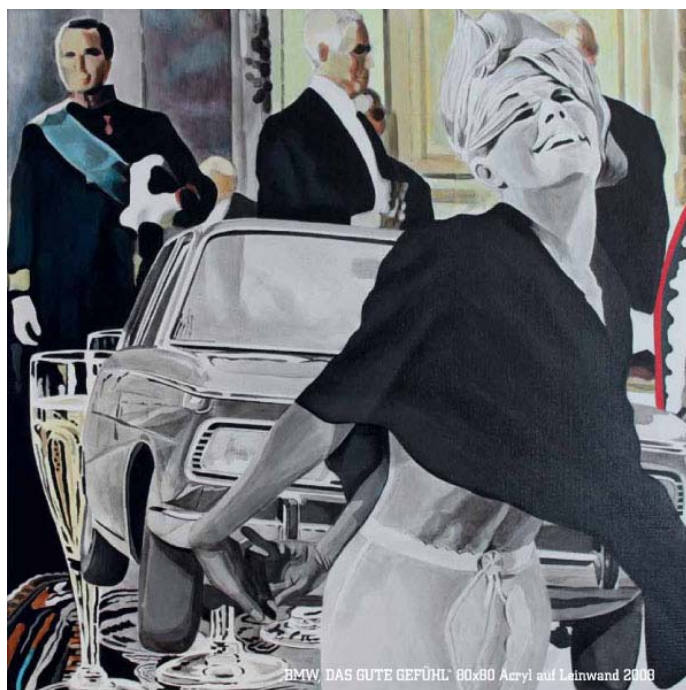


*Join us for our seventh annual
Rumble Seat Picnic at the 2013 Concours d'Elegance of America
at the Inn at St. John Sunday, July 28th*

Come Celebrate Automotive History & Heritage at the 34th annual Concours d'Elegance with your friends at the MotorCity Chapter of the BMW CCA. We will meet up for a pot-luck breakfast at XXX

We ask you to bring a light dish or beverage to share for the pre-event picnic from 8:00 to 9:30 am.

Please R.S.V.P. to Paula at secretary@motorcitybmwcca.org or 248.739.2116





MotorCity Thumb Drive

Words// Joe Chagnon

Photos// Richard Browder

Start your engines. Spring has sprung. Early spring in Michigan is a season that brings renewed enthusiasm and energy. The cold winter is behind us. Heavy outerwear is now stored in the closet. Wind breakers, short sleeves and baseball caps are the garb. Couple that with a beautiful sunny 70 degree late April day and you can't ask for anything more for a spring ride and drive. 25 vehicles, one motorcycle and 45 strong gathered at VRPerformance in Sterling Heights to begin their journey north along M-53 to Port Austin at the tip on the thumb and return south on US-25 along scenic Lake Huron; culminating in Port Huron.

VRPerformance provided the launching point for our early morning tour. VRPerformance is a company that specializes in BMW, Porsche, Audi, Subaru and Mitsubishi performance modifications. Following a tour of the facility and work shop information from managing partners Eric Volz and Horst Reinhardt the group anxiously assembled for our day long spring drive.

VRPerformance built a vehicle and was a participant in the Targa Newfoundland 2012 race and are the proud holder of 1st, 2nd, and 3rd place trophies.

A diverse assortment of vehicles was expected and that's just what we had. Represented was the classic E24 M6 and its modern counterpart, a fresh off the line Grand Coupe, X1 and HP4 motorcycle and a lot in between. There were Z4 converti-

bles, M3s, an M5, Mini Coopers, and an assortment of 3 series. There was even a Lotus Elise.

With goody bags in hand provided by Bavarian BMW and VRPerformance we were ready to role. With convertible tops down, sunroofs fully open and roar of the engines our leisure fun ride commenced.

Once out of Metropolitan Detroit on north bound M-53 large and small farms dotted the country side. Soil was being tilled for crop planting and winter wheat already has sprouted greening the landscape. Cows, sheep and horses grazed in the pastures. Fresh smells of spring filled the air. Hawks soared over head, wild turkeys ducked into the forest along the highway and an occasional herd of white tail deer were spied feeding in a distant fields.



After one and a half hours of driving pleasure we diverted off M-53 to Elkton. While there we stopped to observe and photograph wind turbines at the Harvest Wind Farm. When approaching the area the 328 foot high structures could be seen far off in the distance and posed an intimidating feeling when viewed up close.

Brion Dickens, with Renewable Energy Education Consultation, Woodland Wind LLC, stated there are nine wind farms dispersed throughout the Thumb. Most are owned and operated by Detroit Edison. The Elkton area wind farm currently consists of 140 turbines with an additional 200 scheduled for construction and installation in the future. Each turbine provides enough elec-

tricity to power 350 homes annually. Average cost per wind turbine is two million dollars. 60% of the profits are returned to the community. The Thumb project employs mostly local residents for construction and maintenance. Wind power generates 7% to 8% of Michigan's electricity.

Moving on we passed through cross road villages of Gotts Corner, Pinnebog and Oak Beach before arriving at Port Austin.

In Port Austin we were warmly greeted by Maria and Sal Cucchiara proprietors of Joe's Pizzeria. A photo of an M3 on the front door made everyone feel welcomed. The pizza and lasagna are made

from scratch and were delicious.

Following lunch we caravanned along US-25 south to the first of two county roadside parks. A plaque at White Rock Park profiled an interesting local Indian history. The second was a Santilac County turnout. Both parks set high on bluffs affording beautiful panoramic views of Lake Huron. Off in the distance an iron ore cargo freighter was spotted cruising along to its Great Lakes port. A scenic lakeside drive to Port Huron was the final leg on our journey.

Surprisingly many in the group have never been to the tip of the Thumb leaving many sights unexplored and room for a return visit.



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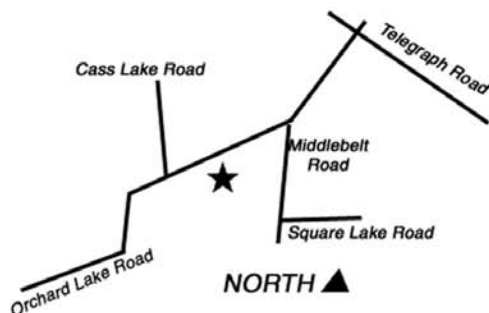
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Date: All Day Saturday August 24th

Fees: \$75 per student (includes 1 yr BMW CCA membership)

Where: Faith Christian Assembly Christian Church
25201 Outer Drive, Melvindale, MI 48122



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Open to all licensed or permitted drivers

Registration: at www.streetsurvival.org

We have organized the course to go beyond the standard driver's education curriculum; to show new drivers some of the physical limits of their car and themselves in an open and safe environment. The course is a combination of classroom and real world vehicle exercises. And you do not need to own a BMW to participate— all are welcome.

Volunteers are always needed, if you would like to participate, please contact the driving events chair, Gary Davis at email drivingevents@motorcitybmwcca.org or 734.308.7299





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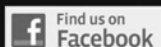
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Grattan Raceway

Two Day High Performance Driver's School

September 27– 29

Our Two Day High Performance Driver's School at Grattan Raceway near Grand Rapids is a real favorite of the pros. But don't worry, if you're a beginner you're welcome as well. Grattan is a track that offers it all, off camber corners, elevation changes and a big old front straight. Registration is quick and simple at www.motorsportreg.com. If you have questions, check out the forums at our club website at www.motorcitybmwcca.org



eye drive thanks



Dave
Seemann

editoratlarge@motorcitybmwcca.org

This will be my final “Eye Drive” column and I want to thank everyone in the MotorCity BMW CCA and especially Horst Reinhardt Jr. our editor for letting me have my say in the COURIER for past four and a half years.

I’ve submitted nearly sixty monthly columns (including a couple reprints) for publication since 2008 and look forward to occasionally submitting feature articles or event reports to Horst in the future for publication in the COURIER.

It’s been both enjoyable and sometimes challenging to try to come up with topics each month, do the research, and polish the writing until I came up with something presentable for publication in the MotorCity COURIER. But it’s always been satisfying to send off the finished copy – realizing, of course, that not everyone will find what I say interesting or entertaining.

My wife Sue has had a lot of laughs (at me, with me) helping me proofread the articles and saved me from embarrassment several times. Of course my final line of defense against mistakes has been Horst who has a great editorial eye and has helped me more than once.

I’ve also appreciated the feedback from many of the COURIER readers and have enjoyed meeting those who have introduced themselves to me at the track and other club functions and commented on the column.

Currently I don’t own a BMW but as an enthusiast, owner alumnus, and BMW CCA member since 2004 I plan on maintaining my membership and participating in MotorCity BMW CCA activities as long as it makes sense. To be honest, I’m not sure when

or if I’ll purchase another BMW but I do know I will always be a BMW fan.

I consider myself a “serial” car collector and unlike Jay Leno, I can only keep two or three at a time because I have to sell them in order to make my next purchase. Moving on to the next car is my version of the car hobby. I’ve met others who can’t let go

**My wife Sue has had a lot of
laughs (at me, with me) helping me
proofread the articles and saved
me from embarrassment
several times**

but somewhere in my distant past the next car became irresistible.

I’ve probably owned around ninety vehicles (cars, vans, pickups, motorhomes, motorcycles) in my life, and I plan on a few more before it’s over. I’ll have to own a nice used 911 Porsche sooner or later – not the Magnus Walker vintage (you must Google/YouTube Magnus Walker) but probably a 996 manual or 997 PDK.

Our automotive engineer daughter Cindy has recently returned to FoMoCo after losing her job during the Great Recession. It will be impossible now to resist a Boss 302 Mustang at some point – especially if I see our president Randy out on the track with a new Ford Focus ST (of course he’ll still own his BMW’s) looking for me in my STi.

Currently our fleet of three 2012 Subaru’s (STi, 3.6r Outback, and 3.6r Legacy Sedan) continue to surprise me with their

impressive bad-road refinement, tenacious grip, nice ergonomics, and sporty nature. I’ll call them my Michigan BMW’s.

Of course that’s probably what lead most of us to BMW: they are, and have been, the benchmark for automotive excellence. Compare your car to a BMW and you’ve said something.

Finally, I can’t retire this column without sharing a couple of things: first, if you don’t know this already, if you want to learn something write about it. I hope (and Horst would welcome) other MotorCity members will share their BMW experiences and automotive enthusiast points of view with one or more fresh new monthly (or single) columns for the COURIER.

Second, if I had to pick one thing to share from my tenure in the Club and writing the “Eye Drive” column it would be this, the best thing you can do to improve your car’s performance is to improve yourself as a driver.

No aftermarket modification (especially horsepower), no muscular self-determination, can make your car perform better until you first improve your own driving knowledge, skill, and understanding. Attend a driving school(s). BMW clubs hold outstanding HPDE events, as do Porsche and other clubs. Then spend the money.

I would not hesitate to say that my best BMW experience was attending a Two-Day M School at the Performance Center in Greenville, South Carolina. I loved it!

So thanks again for reading and I hope to see you at MotorCity events.



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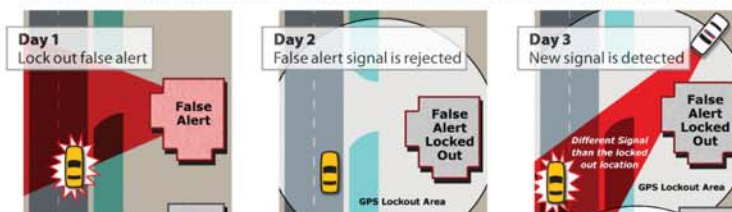
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Elephant Motorsports is run by professional engineers with more than a decade of club and professional motorsports experience. This experience in everything from BMW CCA Club Racing to NASA to SCCA, married with our professional engineering background, allows us to provide the best solutions - that actually work on the track.

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