



# *Under the Hood*

A Publication of the BMW CCA Oregon Chapter

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**COVER PHOTO:** The color combination of Shane Verhaaren's 2003 BMW M3 (E46) must be one of the factors that won him People's Choice Modern Class at this year's Northwest BMW Motorfest. Cover close-up and rest-of-car photos by Thom Randolph.

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*Under the Hood* design and layout by Carlos Santayana

## President's Soapbox

Bruce Feller, President

What a summer we have had this year. Our new chapter is completing its fourth year and the momentum is building. We took part in so many wonderful events it's difficult to say which one I loved best. Looking back at the many great events we had, I would be remiss not to mention these few:

The Forest Grove *Concours d'Elegance* was something to brag about. Thanks to our past club president Brian Cone, we were invited to enter our BMWs in this judged event. This was the first time BMW has taken a place next to the many special vehicles they have on display.

We are getting quite the reputation for our Maryhill Loops event where we rent a twisty road for a day to drive without fear of cross-traffic — just the fear of the edge of the cliff. This year our organizer, Trayson Harmon (chapter Treasurer) booked the private road for two days due to the overwhelming popularity of the event. To keep the day enjoyable, we limited the number of cars to minimize the wait between runs.

The NW Motorfest originated four years ago with about 60 cars attending. Due to the sheer number of cars and people expected, we moved to Portland Brewing Company in NW Portland. That allowed us to close the streets around the brewery, creating a car show of over a hundred BMWs.

The day was filled with live music, great food, beer, wine, incredible raffle items, our stylish commemorative t-shirt, and our special vendors (mentioned on page 7). Our Vice President Anh Le was the organizer of this event. She did an amazing job and was assisted by many volunteers (also mentioned on page 7).

Oktoberfest in August this year, held in Monterey California and Laguna Seca Raceway, also hit the top of the list. You will see the articles telling about this extraordinary event on the next few pages of this newsletter.

We had museum tours to LeMay and WAAAM, and driving tours to the coast and Mt. St. Helens. The next big event that we would like to invite you to attend is our Anniversary Banquet on January 25, 2014. Stay tuned for more details!

We are planning more events next year, so please check the club calendar frequently. It

is on our website at [www.bmworegoncca.com/calendar](http://www.bmworegoncca.com/calendar).

Lastly, I want to mention that we are making an effort to improve the circulation of our newsletter, which we produce four times a year. Sometime in the near future you will get an email message from BMW CCA National announcing that we are switching all members with email addresses to receive the newsletter electronically. The message will also ask you to opt out of the electronic newsletter if you prefer to receive it the old fashioned way, on paper mailed to you. Don't get swayed or misled. Whether by email or US mail, we want you to get this newsletter. So be sure to follow the instructions when you receive them.

This is also a good reminder to check out the information you submitted when you signed up for your membership. There are many folks who forgot to give us their email addresses, and some others who never gave it initially. Go to [www.bmwcca.org](http://www.bmwcca.org), log in, and update your profile. Look on the top menu for "Manage your Account."

Thanks, and let me know if you have any questions for us or suggestions on what we can add to our events next year.

New car on an old road: Jason Caffery's F30 takes on Maryhill Loops Road

Photo by Les Oltmann



**BMW Car Club of America**  
Oregon Chapter



## Recap: Fourth Annual NW BMW Motorfest

Brian Cone, Events Coordinator

The 2013 Northwest BMW Motorfest was definitely one of the high points during our 3 1/2 year history. It was well-organized and highly professional. We picked an excellent location with delicious food and drinks: Portland Brewing Company. We were blessed with perfect weather. We had great music provided by the Matthew Gailey Band. A host of terrific sponsors made it even more special by contributing funds, providing raffle prizes, and being present at the event. Lots of new participants and members (over a hundred cars this year!) cement Motorfest as our club's signature event. I'm very proud of our board members, volunteers, and chapter members who made this such a huge success!

Below: Mike Brenden and his rare E30 M3 Cabriolet

Right: BMW Portland Art Car

Bottom: People's Choice Award Winners



Photos by Thom Randolph

This year, I spent a lot of time in the crowd talking with participants, asking why they came, what they liked, and whether they were having fun. They thoroughly enjoyed Motorfest. Overall, we are establishing a great reputation as the group that stages the "must attend" BMW events.

I met a young person with an E46 M3. He lives in Seattle and has a girlfriend in Portland. He will join our chapter because he comes down here frequently and we have great events.

Similarly, Lucetta Lightfoot and Duane Montagne came down from Seattle to attend. They have changed membership from the Puget Sound (PS) Chapter to the Oregon Chapter as we have a wide variety of events that suit their preferences.

Steve Questad, who runs the PS Chapter Concours event, also attended. He had heard about our events and wanted to see how we run the Motorfest event. He was very impressed! He felt that our event was very fun and that the PS Chapter could learn from us about how to have more diverse and enjoyable events.

I talked with Steve and Duane at length and they love to see that, although PS has us beat with track events, the Oregon Chapter has so much more! Monthly meetings, social events, and driving tours! In fact, Motorfest impressed Steve so much that he said he might use it as a model for their concours!

So, how about that? Our young chapter is providing insight and ideas to the much larger and older chapter up north! What does that say about us? We are one of the best chapters in the CCA! Why? Because of the varied interests and dedication of our board members and volunteers, and because we have several young members on the board who are helping to move us in new directions.

And look at who else attended: Keith and Wendie Martin, Gary Stenzel from Spokane, Mike Brenden from Seattle who brought his extremely rare E30 M3 convertible, and even John Draneas who wanted to come and check out our event.

"From the stands," I could tell that everyone was having a great time.

Congratulations to all, well done!

Special thanks again to BMW Portland, Boyd

Motor Werks, Matrix Integrated, Pacific Motorsports, Sidedraught City, Rhom Innovations, Skip's Wheelwerks, and Pro-Tek Automotive for sponsorship; as well as Muscar NW, Ireland Engineering, Hooked On Driving, Gallagher Auto Spa, Anh Le LLC, Portland Brewing, the Matthew Gailey Band, Burrito Bar, and Sports Car Market for raffle prizes. We hope for your continued support next year!



### People's Choice Awards

Congratulations to our Winners!

**Vintage** Vince Manley

1972 Fjord E9 3.0CS

**Classic** Austin Rose

1984 Bronzit E28 533i

**Featured (E30)** Michael Brenden

1991 Black E30 M3 Cabriolet

**Modern** Shane Verhaaren

2005 Alpine E46 M3 Convertible

**Special Award** Gary Stenzel

1988 Hennarot E30 M3



## Recap: BMW CCA Oktoberfest 2013

Alan Rich, Vince Manley, and Dave MacIntyre

What could be better than holding this year's CCA annual Oktoberfest in Monterey, California? How about combining it with the "Legends of the Autobahn", Festoric Races at world famous Laguna Seca, and the Pebble Beach *Concours d'Elegance*... can you say Road Trip?!? Thursday at 6:00 AM, Vince Manley (1972 3.0CS Coupe), Dave MacIntyre (1985 Euro 635CSi) and Alan Rich (1973 2002) of the Oregon Chapter BMW CCA SIG met at the Wilsonville Starbucks for the great adventure. Our cars were clean and shiny with tanks full of premium. After loading up on caffeine, we roared south.

up along the way and because the destination was the primary goal on the trip down, it was pretty much pedal to the metal to Monterey. We did stop for a quick lunch in the Mt. Shasta area to meet up with another CS owner and his girlfriend. His girlfriend was pretty quiet through lunch but as we walked out towards our cars, she took one look at Alan's 2002 and yelled "I'd drive the sh\*\* out of that!" As the week went on, we found out that Alan does just that on occasion.

For those familiar with the drive, the central valley of NorCal is darn hot in August, so at 102 degrees through Sacramento, Dave won

where there are boatloads of nice cars, plenty of money to keep them perfect, and more than their fair share of nice weather to keep them meticulous in appearance.

The following morning, as the covered trailers pulled up and the hermetic seals were broken on the trailer doors, we realized that we probably could not compete with cars that were constantly garaged, professionally prepared, unloaded with white gloves, and had tires wrapped in special booties to keep grass from getting in the tire treads. Apparently, collecting 800 miles of bugs and road grime the day before the show was not the best way



Photos by Alan Rich

Traveling 800 miles in three vintage cars can present challenges (like actually arriving at the destination without the use of a tow truck, repair shop, or some foul language), but these three cars are diligently maintained with good hoses and fresh fluids so the trip to Monterey turned out to be completely free from drama. We traded duties of leading the caravan every hour or so... not to break the boredom, but because all these cars look so cool from behind it was just fun following the other two. Our three classic BMWs got a lot of thumbs

the most comfortable award with the later model air conditioner, Vince's recently repaired factory air did a great job of keeping his knees cool, and Alan had bugs in his teeth from turning the wing windows forward to blow some air through the cockpit of his non-A/C 2002.

Because hotel rooms within an hour of the event had been booked long before we decided to attend, 10 hours after departing Wilsonville we ate dinner in Gilroy and went our separate ways to our respective motels for the

night. The next morning we found our way to the Legends Concours, hosted at Rancho Cañada in beautiful Carmel. "Legends" is an awesome event: An all-German affair featuring cars from Porsche, Mercedes, Audi, and of course BMW. Vince and Alan had naively decided to enter the Legends Concours... apparently they had forgotten that this was California,



to prepare for a concours. All that said, Legends was a blast! There were stunning cars representing the four marques, the weather was perfect, the beer was free at the Spaten tent, there were vendors that had those impossible-to-find parts, and you had a chance to chat with some great people that you had previously only met on one of the BMW forums or read about in Roundel. We were lucky enough to spend time with Satch Carlson, Steve Johnson (CCA Executive VP), Carl Nelson, Richard Griot (founder of Griot's Garage), Paul Cain and many more.

The next morning Alan decided to swing by the Monterey "Cars & Coffee" on his way to the Festoric Races at Laguna Seca. For those that have attended Cars & Coffee at the Star-



night. The next morning we found our way to the Legends Concours, hosted at Rancho Cañada in beautiful Carmel. "Legends" is an awesome event: An all-German affair featuring cars from Porsche, Mercedes, Audi, and of course BMW. Vince and Alan had naively decided to enter the Legends Concours... apparently they had forgotten that this was California,

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## Oktoberfest: The Social Scene

Drew Lagravinese, Secretary, and the Fun BMW

When I was thinking about writing this article, I was happily motoring down PCH (Pacific Coast Highway – hugs the coast of California). The top was down, the music was loud, my wife was next to me, Dan and Susan Hones were behind me in their car, the scenery was spectacular, and there were twisties ahead of me. Life was good, and I knew I had the first line of my article “Now I know why I own a BMW.” And then... we stopped. And then we went... and then we stopped. You get the picture. And I tried to think of another opening line and I came up with “Now I know why I own a BMW.”

You see, it dawned on me that owning a BMW is not always about the speed with which you can go through the twisties, or the hum of the AFP cold air intake as you mash the go pedal (although that does sound awesome), or the wind through your hair as you drive down PCH with your spouse with good tunes on the iPod. It is about the experience, and in my case, the social experience. Since we did not participate in any of the car events like Car Control Clinic, Autocross, or track days (silly me), for me it was about meeting new friends who have the same interest in BMWs that I do. About getting to know Oregon Chapter people better, and just plain having fun in Monterey, CA, driving the car. I think the car enjoyed it, too. Rob Siegel, the Hack Mechanic, says that our cars do not love us. I disagree. The Fun BMW spoke to me the whole week and she seemed quite happy and content. She hummed and purred like a contented cat (and did not have one mechanical issue). To me, that is love. So, here is the story of the Fun BMW – the social car of the BMW contingent, as told to me, in her own words:



FUN BMW on the road

We left Oregon on Sunday and by the time we got to Redding, CA 6 ½ hours later, it was 112 degrees and man, was I hot! But ever the true German engineered car, my water temperature gauge never wavered. We made a quick stop at In-N-Out Burger and Costco and I finally got to rest for the night. The next morning we motored down to Monterey,

where I was finally parked, cleaned up (lots of bugs on my windshield!) and allowed to rest. My owners got their hotel room, registered for O’fest, and started to make a dent in the Spaten beer supply. They also went and listened to Rob Siegel, the writer of the Hack Mechanic column in the Roundel magazine. He was funny and informative and even my female owner said she enjoyed his talk!



The next day, we all went to the Concours, located at the local country club, where Alan Rich’s beautiful 2002 M2 was gone over by judges with white gloves. I understand he did quite well in the competition and won a trophy in the Novice class. My owners spent hardly any time on *my* appearance – they cleaned the windows! Next we went for a drive on 17 Mile Drive and got to see some of the most beautiful homes in California as well as some of the most spectacular scenery, all at 25 mph (but the top was down the whole time)! That night, I heard from the other BMWs that the new M4 concept car was unveiled. I had hoped my owners did not like what they saw, but I heard whispers that it was really a nice looking car. I am worried.

Wednesday was track day, and thank goodness my owners did not enter me in any of the events. I saw all types of BMWs with their engines screaming and their tires squealing, like they were in pain! I even saw smoke coming out of some strange places. I saw some cars with their noses almost buried in the asphalt. (It appears that we BMWs have the ability to stop really quickly if we have to.) I was parked next to some of these cars later on and they told me that all in all, they really enjoyed being beaten like this and the noises I heard were from all the fun they were having. I asked my owner if we could do some of this track stuff next year....and he is still thinking about it. Later that day, my owners had fun at Casino night...and again put a dent in the Spaten beer supply. I came home packed with 12 Spaten glasses... thanks Spaten beer people!

Thursday, I got to stay parked most of the day. My owners abandoned me for a bus! A big honkin’ bus! They went wine tasting and did not get back till late afternoon, but I un-

derstand that they had a good time and learned about California wines (I think they still like Oregon wines better, though). That night we all went to dinner with Member-at-Large Dan and Susan Hones and their 135i, and we compared notes as our owners ate dinner. I think the 135i was tired after track day and she fell asleep in the middle of our conversation. That night, I learned that one of my owners won a piece of a rear bumper off of an E92 race car. The other owner is still wondering why her husband wanted this and put his raffle ticket in that particular bin. I am staying out of the discussion.

Friday dawned bright and clear on PCH, and the 135i and I were taken on a beautiful (but sloooooow) 65-mile drive down the coast. The owners made many stops for pictures (and traffic) and then stopped for lunch at a roadside restaurant with a beautiful view of the Pacific Ocean. We then motored home to get ready for the awards dinner. More Spaten beer was consumed and more glasses stashed away for the ride home. Thankfully, my owners did not win any of the cars that were raffled off by the CCA. The nerve of my owner to buy two tickets! Like he would even think of replacing me after giving him the best years of my life.



Photos by Drew Lagravinese

Drew and part of an E92 racecar bumper

The drive back to Oregon was uneventful. We left Napa (where they bought some wine that I had to lug home) at 4 AM. It rained a bit while my more loving owner (the female owner, of course) was driving and I got to slow down and take life easy for a few hours while my other owner slept (and snored!). We drove 10 ½ hours to get home and man, was I tired! I went 1,816 miles that week and I slept for the next week and never left the garage. I heard the owners talking about the 2014 Oktoberfest and I am pretty sure they said it was in Beaver Creek, CO. I looked it up; it is about 1,200 miles and 18 ½ hours of driving time.

I can’t wait for next year!

## Recap: 5erWest Event

Brian Cone, Events Coordinator

Attending a new event, you wonder: "Will this be fun? Are the people friendly? Will they accept me?" No need to worry about that at the 5erWest event. This was the 4th event organized by Jake Dunkin and his NW BMW Club, and it was a great event! This year, the 5erWest event was held on July 20th at Mel-drum Bar Park in Clackamas.

The main focus is to stage an event for 5-series BMWs, but all BMWs are welcome. Cars were lined up by chassis type with about 90 cars in attendance, and participants from San Jose to Canada! As a first-time participant, I felt very welcome and soon was part of the group. Many people were curious about

my 1993 M5 (the Blue Beast), and had very favorable comments. Many stories to tell, tips to exchange... I even borrowed a special Torx tool from a Vancouver, BC participant to remove the "Throwing Star" wheel covers from my wheels.

Each section of 5-series chassis had many rare and beautiful cars. For example, parked near my car was an E34 525ix wagon originally from France. I had never heard of one before! Good lunch was followed by a raffle with parts supplied by sponsors, and then the awards were announced.

Of the four awards presented, two of the Best of Chassis awards went to BMW CCA Oregon

chapter members:

E34: Brian Cone's\* Avus Blue M5

E39: Vince Manley's Silver M5

This is such a fun event that we will help to promote it next year for our chapter members to attend. Jake plans to move the event to a larger venue next year. We'll keep you up to date with next year's plans. Keep your schedule open for July 21st next year and plan to attend. Check out their website: <http://blog.5erwest.com>.

\*- yours truly!

Left: *Vive la cinq*, an E34 Touring from France  
Right: Vince and Brian win with their M5s!



Photos by Brian Cone



## A Woman's Point of View

Barbara Feller

Get the lead out!

I remember when we first got married and my husband said, "you can find things for us to do because I haven't a clue." Are you in the same predicament?

You know gentlemen, women like to have some fun, too. If you don't know me by now, I am Bruce Feller's wife, Barbara. I have been known to tell the truth, even if you do not want to hear it. So, I say now, here is the truth! The Social Events Committee is trying to think outside of the box for events that we all might like to attend.

Many of the events we are looking at offer group rates. Since we are a large group of men and WOMEN, we decided to try some new social events that everyone might like to attend. Who knows! Maybe you will like something new and different. How about something that you never in your right mind thought you would attend? Or maybe considered but never had a good reason to try. I say open your minds and check out the proposed

list of events for the 2014 calendar:

**The Oregon Symphony:** Not only for high brows and white heads!

Ever hear of Storm Large? Her event is February 14th and 15th. Storm Large is quite the entertainer! I am sure you will enjoy the show.

How about Tango Caliente?

Dates: March 15th and 16th. Women just love to dance and guys, you won't have to! Just watching this sexy dance would be enough to make your loved one very happy.

Pink Martini will be playing in April on the 11th, 12th, and 13th.

Chris Botti on May 3rd.

We are in the process of contacting the symphony sales team to find group rates. Once we book them, please don't procrastinate or you might miss out. Besides, these types of events take a lot of advanced planning and a healthy

number of participants to get the group rates.

How about some **ballet or contemporary dance**? **Wine tasting** at Corkscrew PDX on Wednesdays and music on Thursdays? How about some **Comedy**? The Funhouse Lounge has Dana Goldberg on February 6th. Other venues are Helium and Harvey's Club.

Anybody interested in these social events, please let me know at my email address: [barb@bmworegoncca.com](mailto:barb@bmworegoncca.com).

Guys, be sure you show this article to your loved ones and take the opportunity to enjoy time together with the BMW club. The Social Events Committee will get the ball rolling!

Heads up: The Social Events Committee is trying to secure a place for our January banquet dinner and make it special. It would be a special night out. Let us know your thoughts on making our club work for you.

## Recap: Forest Grove *Concours d'Elegance*

Brian Cone, Events Coordinator

The Forest Grove *Concours d'Elegance* is one of the classiest and most prestigious events of its kind in the Pacific Northwest. Held on the grounds of Pacific University, it is a wonderful event in a beautiful setting. Cars are parked according to category on the lawns surrounding the historic university buildings. Staged by the Rotary Club of Forest Grove, the event provides funds used to sponsor scholarships and community service projects. This year, Keith Martin was the presenter and emcee, and Ken Gross was the Senior Judge. (You may remember Ken as the curator of classic cars on display at the Portland Art Museum exhibit "Allure of the Automobile" in 2011.)

To gain an appreciation for this event, the Best in Show Award was presented to the owner of a 1931 Duesenberg SJ, a car that was on display in the Allure of the Automobile exhibit.

<http://www.forestgroveconcours.org/photos/2013/special-results/#>

Because of your chapter's connection with the Mercedes Benz Club of America, we were invited to display a corral of BMWs — the first time for BMW to have its own corral in the 41-year history of this event. My job was to find up to 15 cars that represented the beauty and engineering history of BMW. All of the cars were proudly displayed by your fellow chapter members, and they were wonderful examples to behold! They included:

- 2002s owned by Alan Rich and Sean McCarthy
- 3.0 CSs owned by Gary Burke and Vince Manley
- E24 6 Series owned by James Dumas, Dave MacIntyre, and Mark Koeping
- E34 M5 owned by Brian Cone



- E30 convertible owned by Greg Rohr
- Z8 owned by Erik Swensson
- Z4 M Coupe owned by Cory Piazzese

Next time you see them, offer congratulations for representing our wonderful BMW heritage to spectators and other attendees. The Concours organization was so impressed with our display that we were invited back next year! Watch for more information about the 2014 event, scheduled for July 20th, in our newsletter and website. We will have another great display. Plan to come to the event and offer your support and appreciation to the owners who will present their cars.



Photos by Brian Cone

## Recap: Mount St. Helens Tour

Jon Garcia, Marketing Director

The Pacific Northwest has a lot of history throughout its vast and breathtaking landscape. Recently, our chapter had the chance

Right: Kidney beans in the rain  
Below: A gray day indeed



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Photos by Thom Randolph

to enjoy some of that and some history as well. The eruption of Mount St. Helens in May of 1980 transformed the surrounding landscape. This land used to be owned by Burlington Northern Santa Fe Railroad Company. Since the eruption, the area has been under the watch of the U.S. Forest Service and has now become the Mount St. Helens

National Volcanic Monument.

The Mount St. Helens Tour is an annual drive for the BMW Oregon CCA, and this year we continued the tradition with a trip to the Windy Ridge Observatory. Open seasonally, Windy Ridge provides great views and sights

Continued on page 12



## Recap: Maryhill Loops Rally

Trayson Harmon, Treasurer

The secret is out. There is a special place with a private road full of curves and devoid of police and other cars. It is called the Maryhill Loops Road and it was rented for the exclusive use of the BMW Oregon CCA the weekend of July 27-28. The anticipation mounted as enthusiasts gathered for the photo opportunity at the Stonehenge Memorial. Shortly thereafter, we parked our vehicles in the staging area of the road and got ourselves set up for a day full of driving fun.

This event is unique to other events put on by our chapter. In fact, it's unique to most any other event offered in the driving community. We run it fairly low key. Basically it's set up as a group of friends gathering together to fully



Photo by Carlos Santayana

enjoy some spirited driving on an amazing private road. And enjoy it we do! One of my favorite parts is watching the expressions on the faces of each driver as they zip to the top of the road for their first run - pure driving joy. Pictures, video, a catered lunch, and the smell of brakes and tires - what more could an enthusiast want?

This year, the enthusiasts wanted MORE. So much more in fact that we doubled our capacity and rented the road for a full two days. It's exciting to see one of our chapter's signature driving events so well loved. It was great to see how participants and volunteers worked together to make the event a fantastic experience for all. Even when the road claimed a hose or a belt over the weekend, participants

banded together and got those vehicles running again and carving up more turns in short order. It's no surprise that the comment echoed over and over by participants was "Great event, I'll see you next year." I've even been told by some that it's the most fun they've had on four wheels. If you haven't had the chance to be a part of this event, and if



Photo by Les Oltmann

Above: Just like friends getting together  
Left: Banding together to replace a fan belt

you love driving as much as I do then you need to check out the pictures and videos. And then make sure to sign up for the 2014 event.

Thank you to all volunteers!

## Thank you to our 2013 Motorfest Volunteers and Sponsors!

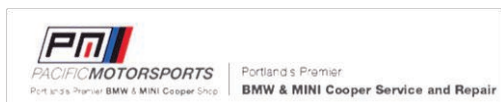
Anh Le, Vice President and 2013 Motorfest Chair

The BMW CCA Oregon Chapter would like to acknowledge our amazing volunteers.

Without you, this event would not have been possible.

Thank you!

Gary Burke  
Alex Casey  
Brian Cone  
Barb Feller  
Bruce Feller  
Jon Garcia  
Dan Hones  
Susan Hones  
David Hows  
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Anh Le, LLC

## The Michelin Driving School

Dan Hones, Member-at-Large

Who hasn't dreamed of driving the track at the world famous Mazda Laguna Seca Raceway? The incredibly intimidating Cork Screw turn. The fast and deep Andretti Hairpin curve. The heritage of a world-class racing circuit. The Michelin Driving School offered aspiring drivers a chance to experience all of that and much more. I had the opportunity to

### Dan Hones on the Laguna Seca Cork Screw



Photo by Susan Hones

experience one of the four days offered on the track, and I am grateful for the experience.

The all-day event began with an informative driver's meeting, consisting of an overview of the flag procedures, track protocol, how to enter and exit the track, and expected track manners for passing and following. 140 drivers per day were broken down into 4 groups of 35 drivers each, based on experience and car type. Chapter member Tom Freedman and I were in the D group, for first time drivers at this challenging course. There was an instructor group, a race-car group, an intermediate group, and a wide-eyed group of us newbies.

The morning classroom session was a 45-minute overview of the track, the expectations for the day, and some basic housecleaning items. We then went to our cars, grabbed our gear, and headed for the pit lane to meet our instructors while the intermediate group was on the track. My instructor met me at my car, discussed my expectations and goals. I then reluctantly turned the keys over to him for a two lap tour of the course. I am happy with that decision, as he was able to show me the driving line, the corner worker stations, and the fun factor of driving this amazing course. And I got my car back in one piece. Once I got behind the wheel, my instructor was calm and encouraging – a real motivator. He pushed me to push myself, and showed me how the car and my skills as a driver can work together to be smooth, fast, and fun.

My group had three 25- to 30-minute sessions

on the track, enough for about 40 laps total for the day. The track is spectacular in all ways. The Andretti Hairpin section just after the starting line, the flat and fast section through turns 3 to 6, the uphill climb up to turn 7, and then the granddaddy of them all, the Cork Screw at turns 8 and 8A. I was told the drop in the Cork Screw feels like a five-storey drop with amazing g-forces. It is, but the following section through turn 9 and on to turn 10 was another 30-storey drop, and fast. Scary fast. Back on the flats to turn 11, and then on to the front straight. Repeat. Repeat until your hands ached, your stomach churned, and your *facial* cheeks (had to clarify) hurt with the perpetual happiness of an ear-to-ear grin.

We had a total of 3 classroom sessions that became more technical as we advanced through the day, discussing weight transfer, contact patches, turn-in points, and braking points. We discussed late braking, acceleration at the apex, and time compression: the mental event that occurs the faster you go through familiar areas on the track. The classroom sessions were a great way to review and better understand what happens on the track, and how to respond to those conditions.

The Michelin Driving School was an amazing chance to learn to be a smoother and more confident driver, drive on a world-class race track, and be part of a club event that really made me proud to be part of a bigger organization. Thanks to the organizers, instructors, volunteers, and fellow drivers for making this a remarkable and memorable experience.

## Car Control Clinic

Dan and Susan Hones

The Tire Rack Street Survival Car Control Clinic was held in the infield parking lot at the Mazda Laguna Seca Raceway on a cool Wednesday morning. Part classroom, part autocross course, the event was an opportunity for the participants to relearn the basic principles of proper car control. This was not a high speed driving event, but rather a chance for each participant to feel how their car handles in different daily driving conditions.

Bill Wade, from the Kentucky Chapter and the committee chair for the event, led both the morning and afternoon sessions with a 40-minute "chalk-talk," where he reviewed proper seat alignment, mirror position, hand position on the wheel, weight transfer, and the importance of situational awareness. His entertaining and enlightening presentation reinforced the importance of basic driving skills, much of which we typically take for granted. The day's curriculum was a modified version of the Tire Rack Teen Street Survival program,

and very much worth the three hours spent behind the wheel.

The on-course activity included a braking zone where participants were able to experience their car's ABS function in a turn-and-slam-on-the-brakes exercise, followed by a series of tight cornering maneuvers through the pylons, leading up to a emergency lane change section that challenged the driver to keep control of their car in a quick decision emergency reaction scenario. After the driver's heart rate decreased, the in-car instructor guided his/her participant through a 100-yard slalom course, leading into a figure-eight skid pad section which allowed the driver to experience, and correct, both oversteer and understeer conditions.

The event was well attended, and featured cars ranging from a 735iL to an E30 and an X5. And of course our 135i, which Dan drove in the morning session and Susan tamed the pylons with in the afternoon session. Susan describes her experience as an adrenalin-fueled, five cups of coffee kind of rush. Chap-

ter members Tom Freedman and Matt Swansinger also participated in the clinic in preparation for their autocross event on Friday.

The driving skills were as varied as the car types, but all in attendance were able to safely experience the boundaries of their car's abilities, and left the clinic with a new sense of confidence, both with their car and their own capabilities behind the wheel.



Photo by Dan Hones

Tom Freedman at the Car Control Clinic

## Recap: Peter's Hobby Shop Tour

Bill Upton, Vintage SIG Coordinator

The tour of Peter's Hobby Shop was a tremendous success. The entire group was able to meet owner Peter Salzmann and see a lot of different cars. Alan Rich's and Peter's custom 2002s and Gary Burke's 3.0 CS were among several of the vintage cars there. Everyone got to know Peter a little better, and shared good conversation with each other. Peter made a great impression on our members. Several people said they plan to take their cars to him the next time they need work done.

It was extremely nice of Peter and his family to provide the cinnamon rolls and refreshments. The barbeque for lunch really gave us a feeling of being welcome. Everything the Salzmann family did made for a relaxed and enjoyable outing for us and a great amount of information was learned.



Photos by Bill Upton



Clockwise from top: Four 2002s and a Z3 at the far end; Peter Salzmann's distinctive Inca Orange 2002, Charlie Clist's tii; Gary Burke's 3.0CS; a beautifully preserved Karmann Ghia



Everyone reported that they really enjoyed themselves and met up with some old friends and made a lot of new ones. It was hard to keep count of the vintage cars because of all the in-and-out traffic. People had both heard about the event through the club and happened to drive by and stop in to look at all the vintage cars.

Peter said he felt the turnout was great, conversation was interesting, and it was a real

benefit for both the club and his shop. Peter asked about turning this into a yearly event. With the response we got, planning a visit to Peter's Hobby Shop next year will be another great way to spend part of a day. So everyone pencil in the 2nd Saturday of July for the next visit!



## Recap: Oktoberfest (cont. from p. 3)

bucks in Tigard, this is a little different; after all it's in Monterey during car week! There was a Bugatti Veyron (\$1.6M), a couple of McLaren F1s (\$900K), a fleet of Lamborghini Aventadors and Gallardos, more Ferraris and Porsches than you could count, and an assortment of other exotic cars that rounded out the field of cars you normally get to see only in magazines or on "Top Gear." Add to that a few of the stunning restorations that were part of the Pebble Beach Concours, and this was a

circuit was without a doubt at the RM venue where a 1967 Ferrari 275 GTB/4 Spyder (one of 10 in the world) sold for an all-time auction record of \$27.5M (No, that's not a typo!)

The next day was one of the highlights for all of us; we joined 17,000 of our closest friends at the Pebble Beach *Concours d'Elegance*. If you've never attended, this is the annual event where the nicest cars in the world of all imaginable marques are shipped in and lined up on the 18th fairway of Pebble Beach. The concours at Pebble is a high society affair for those participating, and a sensory overload for those attending. You see everything from 2014 concept cars and Formula 1 racecars to Duesenbergs, Packards, pre-war Mercedes, Rolls Royces, Bentleys and Eisenhower's Presidential staff car. Add to that the entourage of Porsches, Ferraris, and an entire row of stunning BMW 507s lined up along the water, including a white one from Switzerland that was previously owned by Elvis

Presley, and you have quite a treat. The judges have the most difficult job in the world because every car being judged is perfect. Most of the who's who of the car world were there, including Jackie Stewart and Jay Leno, who emceed part of the awards ceremony.

After winding down from Pebble Beach, we checked in and registered for the actual BMW CCA Oktoberfest event. Based on our experience at Legends the previous Friday, CLEAN appeared to be the number one criteria for the concours, and since there would be hundreds of stunning examples of a wide variety of BMWs, the three of us got serious about prepping our cars for the BMW-only concours. While Alan was in the staging area cleaning parts of his car that he didn't even know existed, a police car rolled thru the parking lot escorting the M1, CSL Batmobile and 2002 racecars that had been at Laguna Seca. It was a sight to behold and the raw noise set off several of the car alarms in the parking lot. The BMW CCA concours did not disappoint... in both the display and the judging areas, there were gorgeous coupes, a fleet of Alpina cars (including a best-of-show Alpina

B7 6-series), 1600/2002s galore including several cabriolets, loads of 1/3/5/6/7/8 series cars, and more M cars than you could count.

Because we had driven to O'Fest rather than trailering our cars, we had no expectations of winning any concours awards, but that did not stop us from taking the necessary time to prep our cars to compete. We represented the Oregon chapter well. In a previous paragraph,



Cars & Coffee like no other.

After drooling at the Cars & Coffee display, Alan headed to Laguna Seca for the Festoric Races. BMW CCA had a corral on turn 5 with trackside seating, more free Spaten, and a great display of every model of M5. This collection was the featured attraction for the 30th anniversary of the M5. Before the first race, Alan wandered like a kid in a candy store through the paddock where you could get close to all the cars including race prepared 2002s, the CSL "Batmobile," and a pair of M1s, all painted in traditional white and striped in the three "M" colors. After watching several races, a hike up the hill to turn 8 provided the thrill of watching the Batmobile chase the M1s thru the famous Corkscrew turn. If you love vintage BMWs, it doesn't get much better than this, especially when they roar by at full throttle.

Later that night, it was back into town to take in a few car auctions. If you like a circus atmosphere with stogey-smokin' heavy-hitters, make it a point to attend an auto auction. All the big name auction houses were in Monterey and they were all within walking distance of each other... Barrett/Jackson, Mecum, Gooding, RM, etc. The Gooding auction was the place to cheer on the winning bidder who paid \$9M for a 1953 Ferrari 375 Spyder. Alan went to Mecum where one of the featured German restorations was a 21-window VW Bus that got bid up to \$145K but did not meet the reserve. The highlight of the auction



Photos by Alan Rich

it was mentioned that CLEAN is the priority at a concours. As stunning as Vince's 3.0 coupe is (winner at the recent NW Motorfest event), it was just out of the awards. The judge explained that if he were to spend a couple of weekends cleaning each door jamb, he would have a better chance. (Seriously, when was the last time you spent an entire weekend cleaning your door jambs?) Dave tied for 3rd place but missed a podium spot via a tiebreaker. The deadlock was broken by removing the rear license plate and running a white glove across the area that has been hidden since the day the plate was mounted on the car. Roundel's Joseph Chamberlain presented Alan with the 'Most Original 2002 Award.' Okay, for those of you who know Alan's car, you know we're kidding... but Alan did receive 2nd place in the 2002 class, beaten only by a near-perfect 1972 tii that had been trailered to O'Fest from the Midwest. Our cars have never been cleaner and we may



Left: a Baroque Angel; Above: Alan's award-winning 2002

# Welcome New Members!

Cory Piazzese, Membership Chair

(as of 8/31/2013)

Themis Afentakis	John Dempster	Samuel Lau	Jonathan Robinson
Kenneth L Atkinson	Kat Dhadli	Ron Maize	Jim Scott
Joseph L Brumbaugh	Charles M Hughes	Jay Malsby	Abe Servellon
Jeff K Crews	Charles E Johnson II	Torance Rise	Rick Young
Mark Davis	Phil Kuz		



never enter another concours, but all in all it was good fun and the three of us had a great time talking to other owners of spectacular cars.

There was a record number of Alpina cars at the concours ranging from 1967 to present. At the end of the day, they lined them all up for a photo op on one of the beautiful greens. Dave and Vince walked over to get some pictures and there was somebody signing posters on the hood of a new B7. All of the Alpina owners were in line to get a signed poster, so Dave and Vince jumped in line too. After they both got a personalized signed poster and a bunch of cool Alpina swag, they looked at each other and said "Okay, who was that?" A Google

search later, they found out it was Andy Bovensiepen, ex-driver and current owner/CEO of Alpina. Pretty cool!

The rest of the week was filled with as much or as little as you wanted... tours of the Dinan Engineering facility, two full days of autocross and driving schools at Laguna Seca, the unveiling of the new M4 in a private airplane hangar somewhere in Monterey, Time/Speed/Distance (TSD) rallies through gorgeous scenery, social events at the host hotel, tours of the stunning California coast on Hwy 1, and hot laps around Laguna Seca with a professional driver in a factory team M3 or M6 (highly recommended!). No matter what you were there for: social events, stunning

cars, track days, or self-guided tours through unbelievable scenery, O'Fest/Legends had it all.

After an incredible week spent in car heaven, Dave and Vince (the guys with A/C) headed for home via I-5. Alan crossed the Golden Gate Bridge, turned left and ventured home the long (and cooler) way up the stunning NorCal coast through the Redwood Forest on CA Hwy 1. This is

not a drive for the meek, or those with kids in the back seat. This is a twisty drive that has almost as many turns as the "Road to Hana" in Maui. Alan was fortunate and managed to time his trip to avoid the motor homes and had a spirited run all the way to where CA1 eventually rejoins US101. Other than narrowly missing a 1,200 lb. bull elk standing in the middle of the road in the Redwood Forest, the trip was incident-free. Alan avoided taking the cheesy picture of his car driving



Elvis used to own this 507

through the famous redwood tree and instead reflected on the good times spent and the new friendships made. CCA Oktoberfest/Legends/Pebble Beach was truly a bucket-list trip – driving with friends, sharing stories from the road, looking at cars you almost never get to see, and exemplifying what a membership in any car club is all about... driving. Next year's O'Fest will be in the Rocky Mountains of Colorado. Take it from three first-time O'Fest attendees: you *need* to be there!



Above: the new M4; Top: a line of Alpinas from 1967 to present

## Recap: Mount St Helens (cont. from p. 6)

to see, as well as interpretive talks provided by staff from the Forest Service.

Fourteen attending members of our chapter drove up for a day of scenic exploration and relaxation; and of course to take advantage of National Forest Road 25 before its seasonal closure in October. The drive took us on the Historic Columbia River Highway, across the Bridge of the Gods, and into Stevenson, WA where we stopped for lunch. We then started the climb to the observatory. At the top, 11 of our members lined up for photos and enjoyed

club-provided snacks and water, as well as interpretive talks given by the Forest Service before beginning the trek home through what I would consider the turning point from Summer to Fall, with no less than a classic PNW torrential downpour.

Hearing the talks and seeing some of the photos displayed on a small trail at the viewpoint, it is truly amazing to see just how much things can change in a matter of time. From the days after the eruption to today, the only things that have changed are the road and

parking lots at the viewpoints along the way, as the landscape has always been just as beautiful. If you missed out on the scenic views and historical insight on Mount St. Helens this time around, have no fear. The tour will be back again next year.

### CONGRATULATIONS TO OUR VERY OWN ALAN RICH!!!

who won second place in the Vintage/Classic Class of the 2013 BMW Oktoberfest *Concours d'Elegance*. Alan's 1973 BMW 2002 was second by the tightest of margins: 74 points against the 74.5 points of a 1972 BMW 2002tii trailer queen. Alan also won one of six Novice Trophies with his beautiful "M2."



Photo by Drew Lagravinese



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BMW CCA Oregon Chapter Newsletter

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