

Die Sonnenküeste

BMW Car Club
of America
Florida Suncoast



A quarterly publication from the Suncoast Chapter of the BMW Car Club of America



Jahre



ADMINISTRATION

Current Officers

President

Stan Dale
(305) 218-1104
president@fscbmwcca.com

Vice-President

Frank Mann
(727) 254-9723
vicepres@fscbmwcca.com

Treasurer

Sandy Cunnagin
(813) 968-7252
treasurer@fscbmwcca.com

Secretary

Carol Villar
(813) 568-3572
secretary@fscbmwcca.com

Current Board Members

Michael Clark
Not Listed
bod1@fscbmwcca.com

Christopher Gandees
Not Listed
bod2@fscbmwcca.com

Mike Griffis
Not Listed
bod3@fscbmwcca.com

Dennis Johnston
Not Listed
bod4@fscbmwcca.com

Russell Garvey
(813) 230-5705
bod5@fscbmwcca.com

Administrative Staff

Motorsport Coordinator

Barry Miller (Past President)
(813) 498-9095
motorsport@fscbmwcca.com

Newsletter Editor

Michael Sackett Jr.
newsletter@fscbmwcca.com
(214) 864-3765

Webmaster

Carol Villar
webmeister@fscbmwcca.com
(813) 586-3572

**BMW Car Club
of America
Florida Suncoast**



**BMW Car Club
of America**



Mailing Address
Florida Suncoast BMW CCA
P.O. Box 10666
Tampa, FL 33679

Social Media

Website

www.fscbmwcca.com

Facebook

FloridaSuncoastBMWCCA

BMWCCA National Officers

President

Steve Johnson

Exec Vice President

Eddy Funahashi

South Atlantic Region VP

J. Dwayne Mosley

The Fine Print

Die Sonnenküste is the official newsletter of the BMW Car Club of America, Suncoast chapter. It is a quarterly publication intended to serve as a primary means of communication highlighting the events and members of the chapter. No portion in part or whole may be reproduced without the written permission of the Suncoast BMW CCA Board of Directors.

All submissions are subject to editing for space constraints, style, editorial consistency, and must include name and phone number for consideration. All photos, articles and letter should be submitted to the Newsletter Editor at newsletter@fscbmwcca.com

Any address or e-mail changes should be submitted to the Suncoast BMW CCA Vice-president to ensure timely delivery.

COVER PAGE PROFILE

This quarter's cover artwork features a Graphic Designer I discovered a few months ago. His name is Mohammad Rasoulipour, but everyone calls him Mo. He is a huge fan of der Bayerische Motoren Werke, and in fact he has created a curated series of fine-line digital illustrations titled '100 YEARS OF BMW', and presented them on a portfolio sharing website for Graphic Designers/Artists known as Behance (part of the Adobe Creative Suite). Mo currently lives in Kansas City and works as a Graphic Designer creating Digital Art and Brand Illustration products for a wide variety of clients.

His '100 YEARS OF BMW' project features some of the best BMW-styled digital illustrations I have ever seen, and after a couple e-mails and phone calls he very graciously agreed to let me use a couple of his creations to capture what I feel are some of the absolute best designs BMW ever produced. I profiled only a small sampling of his many different examples covering nearly every model from BMW's humble beginnings all the way up to the 1990's.

The nexus for his project stated during a holiday break where he began by creating one BMW each day utilizing the Adobe Creative Suite program Illustrator. Once completed, he shared his work on Instagram and Behance; and in a short period of time had created 60 different illustrations. Mo has arranged each of the individual illustrations on his Behance portfolio page by decade, and you can truly appreciate how vastly different the design language is interpreted throughout each decade.

His BMW project has a very cool portion known as the Virtual Vending Machine where you can view some very interesting versions



of modified BMWs set in a visual motif reminiscent of the 1:43 replica models found at your local BMW parts counter. I couldn't resist sharing his very gracious gift of a digital E30 collector example paired with my 1/43 E30/M3 collector edition. In my opinion, the execution on the digital scale-model is spot on and truly captures the spirit of the E30.

To check out Mo's BMW project or any of his other excellent works, I encourage you to visit his Behance Portfolio page at: <https://www.behance.net/Rasoulipour>. His 100 YEARS OF BMW can also be seen there as well.

-ms

EDITORIAL HIGHLIGHTS

This edition of die Sonnenküeste continues to focus on BMW's celebration of 100 years, and I wanted to share a really neat story of a historically important BMW owned and driven by Elvis Presley. Scott Blazey relays the highlights of

the original story, and I have also included the original photos from the BMWCCA website.

-Mike Sackett



The worst-kept secret of the year is now exposed. Last month, BMW announced that at the upcoming BMW 100th Year Celebration in Monterey, California, it would reveal a new concept car and a restored classic. Pretty much everyone guessed that the restored classic would be a car that BMW Group Classic had been restoring for the past two years: Elvis Presley's BMW 507. BMW just confirmed that was a good guess.

While on active duty with the U.S. Army in 1958, Elvis took delivery of a Feather White BMW 507 roadster, chassis number 70079. It came with a black and white interior, a 150-horsepower aluminum V8, center-lock rims, and a Becker Mexico radio. The history of that car actually began many months before when it came off the production line and was handed to hillclimb ace Hans Stuck, father of Hans Joachim Stuck whom many of us know as an accomplished driver for BMW and other marques over the past four and a half decades.

BMW will reveal the King of Rock and Roll's 507 at the 2016 Pebble Beach Concours d'Elegance in a few weeks. We sincerely hope that it will also be available for viewing at one or more of the BMW CCA events during the 100th Anniversary Celebration in Monterey.

The journey undertaken by BMW 507 #70079 is fascinating. They should make a movie about it. BMW issued a press release covering the history of this special car. Continue reading because it's a really good story. -Scott Blazey



QUARTERLY FINANCIAL REPORT

Fiscal Year Activity through June 30, 2016

Beginning Cash Balance	3,313
Income	
Dues from National	6,268
Event Income	70
Total Income	6,338
Expenses	
Administrative	1,068
Event Subsidies	572
Total Expenses	1,640
Ending Cash Balance	\$8,011

NEW MEMBERS

First Name	Last Name	City	Federico	Perez	Miami
Syed	Ali	Fort Myers	Josef	Petro	Tampa
Donald	Arscott	Lakeland	Ron	Ruiz	Naples
Randy	Bayless	Saint Petersburg	Ron	Schmidt	Saint Petersburg
Kyle	Collins	Rotonda West	Christopher	Wey	Naples
Craig	John	Merritt Island	Brynn	Wiegand	New Port Richey
Walter	Lopez	Davenport	Joel	Almonte	Odessa
Sebastian	Ojeda	Tampa	Fred	Alvarez	Punta Gorda
Edward	Ortega-Collins	Lehigh Acres	Valentin	Ciobota	Davie
George	Penz	Sarasota	Emre	Conklu	Naples
Joyce	Rapacioli	Naples	Justin	Damato	Bradenton
Albert	Richmond	Clearwater	Jonathan	Gardner	St Petersburg
Johnny	Rodriguez	Bradenton	Brinton	Haddock	Ocala
Javier	Rojas	Wesley Chapel	Pat	Hamilton	Clearwater
Joseph	Romeo	Tampa	Jarad	Hammond	Tampa
Nikki	Schmalfeldt	Naples	Laraine	Jancewicz	Ocala
Elias	Shaheen	Naples	Richard	Lewis	Wesley Chapel
Christoph	Von Holleben	Oldsmar	Paul	Macchi	Sarasota
Claude	Beaumont	Spring Hill	Andrew	McKinley	Apollo Beach
Malcolm	Berko	Seminole	Theresa	Mooney	Brandon
John	Merchant	Miromar Lakes	Bill	Morthland	Orlando
Frederick	Napieralski	Port Charlotte	Sam	Nejad	Odessa
William	Simon	Seminole	Gregory	Runell	Homosassa
David	Uman	Punta Gorda	Randy	Russell	Bradenton
Courtland	Whited	Tampa	Dave	Wetzel	Bradenton
Stephen	Williams	Sarasota			
Aaron	Beaver	Sun City Center			
Stephen	Cangelosi	Rockledge			
Simone	Ching	Fort Myers			
Gustavo	Darquea	Guayaquil PR			
Dipesh	DeRay	Lakewood Ranch			
Jinann	Hamzeh	Naples			
Frank	Kilgore	Tampa			
Gil	Neves	Fort Myers			

**YOU ARE CORDIALLY INVITED TO ATTEND EACH AND EVERY EVENT
AND SHARE YOUR PASSION FOR ALL THINGS BMW AND EXPLORE
WHAT YOUR BMW CCA CLUB HAS TO OFFER.**

EINHUNDERT JAHRESTAG

The Mercedes-Benz Museum congratulated BMW on its hundred-year anniversary (einhundert jahrestag) with an invitation: from 8 to 13 March 2016 employees of Bayerische Motorenwerke (BMW), which was founded on 7 March 1916, will enjoy free admission to the museum in Stuttgart. Those arriving in a BMW will be allowed to park free of charge in a prominent position directly outside the entrance on the hill. The restaurant will additionally serve up a special Swabian speciality for the first 50 BMW employees at the end of their tour of 130 years of automotive history.

Bayerische Motorenwerke (BMW) was founded in Munich 100 years ago, on 7 March 1916. This marked the birth of a now world-renowned brand which contributes to Germany's excellent international reputation in the automotive industry. The founding of BMW occurred in the eventful early heyday of automotive history:

30 years before, Carl Benz and Gottlieb Daimler had invented the automobile independently of one another in 1886. And ten years later, Daimler-Benz AG arose with the new Mercedes-Benz brand from the amalgamation of Benz & Cie. and Daimler-Motoren-Gesellschaft (DMG).

'We warmly congratulate the globally renowned company BMW on its anniversary and invite all employees of BMW AG to discover the complete history of the automobile at the Mercedes-Benz Museum,' says Ralf Glaser, Head of Press and Marketing at



Photo Credit: pixabay.com

Mercedes-Benz Classic. 'The unique exhibition at our museum, which opened at its new location ten years ago, takes visitors throughout the history of the automobile from its earliest beginnings – always in the context of the given historical and cultural background and contemporary innovative developments.'

Article Credit: Mercedes-BenzClassicMuseum100 years of BMW. Congratulations from Stuttgart to Munich.

**MB adverts in German and English
congratulating BMW on their centenary milestone...**

Danke für 100 Jahre Wettbewerb.
Die 30 Jahre zuvor waren doch ein bisschen öde.

Thank you for 100 years of competition.
The previous 30 years were actually a bit boring.

Photo Credit: stealthlearning.blogspot.com

"RUN TO THE HILLS"

by: Bill & Mary Caldwell

This year's BMW CCA Florida Suncoast Chapter gathering place for the annual "Run to the Hills Tour" was the San Antonio, FL City Park, which was chosen for its easy access, great parking, and clean bathrooms. At the appointed hour, six BMWs, one Porsche (not these reporters'), and a Nissan sedan, with a six-speed, along with their drivers and navigators were on site and ready to go. There was a wide assortment of vehicles present with one member noting, "Some Nice BMW Iron at the Park". The top photo captures all of the drivers and navigators."



Photo Credit: Bill & Mary Caldwell

The tour overall was a resounding success thanks to outstanding weather and the perfect roads all of our cars simply devoured. The Yalaha (German) Bakery, at tour mile marker 53.9, did not disappoint any of the participants, and we caused a run on all of the bakery goods shortly after our arrival at the well-known attraction. The group departed the bakery shortly after 11am journeying onward towards our ultimate destination. The roads throughout scenic

central Florida were an absolute pleasure and provided the entire group a true sense of just how wonderful life in Florida can truly be.

Our final destination was The Mission Inn Resort and Club where we would enjoy a five-star Champagne Brunch at La Hacienda. The mood upon arrival was festive given that we had arrived on time, no reported tickets and not so much as a rock chip's worth of damage. Additionally, Steve and Sue Emburey were also able to join the group. The culinary masterpieces offered include an omelette station, smoked fish, shellfish, a carving station, a dessert station in addition to complimentary champagne and mimosas. Several hours later, after emptying our always seemingly full Champagne glasses (navigators' seemed to enjoy that empty-the-glass challenge the most), and going through several sets of dishware piled with the various and delicious food offerings from Mission Inn's kitchens, we adjourned for the day.



Photo Credit: missioninn.com



Photo Credit: Bill & Mary Caldwell

Drivers & Navigators

- Gary & Debra McGuire
- Larry & Donna Pareene
- Nathan & Gail Harris
- Clark Spangler & Roger Thomas
- Frank Mann
- Christopher & Ashley Gandeas
- Hans & LaDonna Krenz
- Bill & Mary Caldwell

CAR OF YOUR DREAMS

BMW CCA RAFFLE 2016



GRAND PRIZE 2016 BMW M4 GTS

MSRP: \$134,200

1 of only 300 in the US!



FIRST PRIZE

2016 BMW

M2

MSRP: \$52,695 + \$12,623 of Performance Parts

\$65,318 TOTAL



BONUS: For every ten (10) tickets you purchase you will receive a special limited edition Motorsport Member Grille Badge! (Not available for purchase separately)

MAIN PRIZES M235i

MSRP: \$45,145



Raffle starts June 1
Entry deadline: Sept. 15, 2016



The BMW Clubs in America Present

A Celebration of 100 Years of BMW

August 19-28, 2016 in Monterey, California

BACK 2 "M" SCHOOL

by: Laura Nielsen

This past weekend I participated in the BMW M Performance Driving School at the BMW Performance Center in Greer, South Carolina. Fifteen participants (drivers) made their way to Greer on Friday March 11 to be in place for the Saturday morning class time. We gathered in a classroom at the Performance Center and listened as our five instructors for the weekend introduced themselves. Then Donny gave us some pointers in correct seating position, oversteer and understeer, braking, and correctly navigating a turn. The classroom instruction was fairly brief, but detailed and to the point as we all wanted to slide behind the wheel of one of the M cars.

We were divided into three groups of five (blue, green and red). The color and number you were assigned was yours for the weekend, and you always headed for your car number when called to muster. We got to drive M3s, M4s and M5s, and we swapped between them all day long. Each driver had their own car, with an instructor or two for each group in their own cars. The instructors had radios to communicate with us (critique and encouragement), and each car had a radio so we could listen (or not) to the pointers. Prior to each new track run, the



Photo Credit: Laura Nielsen

group would follow the instructor single file through the course at a very slow pace, stopping at each turn to identify the braking point, turning point, apex, and exit point, and tips on which gears to use. After the stop-and-go runs through the course, we would again follow the instructor at about 30



Photo Credit: Laura Nielsen

or 40 mph through the same course. Then we were turned loose, instructors positioned along the track with radios in hand, and a cheat sheet to show who was in each car.

Depending upon the track, at times all 5 cars in the group were out at the same time. Our group, the Blue Group, started the first morning at the skid pad. Two cars at a time were allowed onto the track, which was constantly watered down with sprinklers. Here we learned how to identify and correct for understeer. We observed as the instructors demonstrated drifting around the circle. Proficiency in this maneuver clearly gained through practice.

We transitioned to the M4s to practice on a short track at the far end, specifically working on turns and braking. All hard braking should be done in a straight line before you reach the turning point (TP). They had set out braking cones prior to the TP in sets of three, then two, then one. The faster you're moving, the sooner and harder you have to brake. The cones are a reference.

After some practice in the M4s, we got to drive the M5s on another track, which included a slalom and chicane. The M5 has nearly 600 horse power and massive amounts of torque (500 lb-ft). You can easily let this car get away from you, as evidenced by the shiny new guard rail along

one turn. The M5s came equipped with air-conditioned seats, a really nice feature when you are working as hard as we were.

We broke for lunch, joining other drivers in the lunch room (including the cyclists from the motorcycle course in progress the same weekend). Lunch was followed by another classroom briefing, and then right back out to the cars.

Blue Group's afternoon started in the M4s running the Rat Race. It is a wet oval course, two cars opposite each other trying to catch one another. It was 5 or 6 circuits. This was one of our timed competitions for the first day, and it was difficult. I ended up doing a 360 on the wet pavement, and as much fun as it was, it does hurt your times. Although not officially in the course syllabus, we were allowed to practice a J-Turn with an instructor in the car. I found that quite exhilarating, and will keep it in the back of my mind next time I need to do an evasive 180 degree turn from reverse... possibly under fire? You never know!

We had a total of three timed competitions on Saturday: The Rat Race; an M5 short track; and M3s on the Big Track. For the Big Track run, we all parked our cars and took turns waiting in the pits while a few cars at a time were on the track. After the Saturday competitions, we

BACK 2 "M" SCHOOL

retreated to the BMW Performance Center common area to enjoy refreshments and appetizers, closely followed by dinner and the entertaining awards ceremony.

Josh, from our Blue Group, took first place in the M5 Short Track, and placed 4th in the Big Track timed lap. I was mid-pack on the

get turned around on the wet pavement.

After Figure 8 training in the M3s, we headed into lunch. As the skies started to clear, the rain became more sporadic and we even saw a little blue sky. After lunch we were back in the M3s practicing on the Big Track. Every time we went out to the track, it had changed

"After burning up tires and petrol in the M5 on the Big Track, we jumped into the M4s on the shorter track"

M5 short track, but woefully disappointed in my bottom third showing on the Big Track lap. After dinner and honoring the winners for the day, we retired to the Marriott, looking forward to another full day of training and races on Sunday.

It was raining Sunday morning as we exited the Marriott and climbed into the van taking us to the Performance Center. We all wondered how this would affect our performance. Again we started the second day with some classroom instruction, and we watched the BMW M4 GTS run a Fast Lap at the Nuerburgring Nordschleife (<https://www.youtube.com/watch?v=I6VrhW6J4Bs>).

After burning up tires and petrol in the M5 on the Big Track, we jumped into the M4s on the shorter track, but this one had a corkscrew in it. That was difficult. More practice in turning and braking correctly. Following the M4 on the corkscrew track, we again found ourselves in the M3 practicing a Figure 8 maneuver on wet pavement. This exercise was all about control. Too much throttle too soon, and you found yourself sideways. If your tires are straight, you should be accelerating. A carefully executed drift in the correct place in the Figure 8 could help align the car sooner in a straight line, hence you could accelerate sooner. It was very touchy, and you had to be very smooth. It was quite easy to execute an unintentional 360 and

slightly. This time it was longer, and included a straight stretch and the carousel turn on the skid pad. There were no timed competitions, but every time you're on the track it feels like a competition, and we all tested ourselves and saw a lot of red lines on the RPM gauge. From the M3 we swapped into the M5 on the Big Track. This time the track included all the parts we had previously driven, linking the far side and the Man Corner. It is hard to describe how intense this can be. You end up breathing heavily and exhausted at the end, both mentally and physically. During the entire weekend we were encouraged to take breaks if needed, and there was always a pit lane to pull into if needed. I didn't, because I wanted to practice as much as possible in the time I was there. It is rare for me to get track time with such a professional crew and in someone else's car. The instructors told us that each car goes through a set

of tires in two or three days. I believe it.

The last maneuver for the Blue Group on Sunday, and the weekend, was the only timed competition for Sunday. We did two sets of 8 Figure 8's on the clock in the M4 (a total of 16 Figure 8s). We took the best time of the two. No instruction on these 8s, just the instructor with the stop watch. All the cars came back to the center and we got the results of our driving efforts. I was much happier with my performance this day, as I came in third in the Figure 8. First place went to my Blue Group partner Josh with a time of 1:48:65, and I was third with a time of 1:51:69. Second place earned a 1:51:66 (Yes, I was just 3/100 behind second place, but Josh's 3 second lead was impressive.) For one last thrill, we were offered the opportunity to sit as passengers on a fast lap with an instructor driving. I took that opportunity, and as fast as I thought I was going, Donny, one of the instructors, was twice that! It was fun, and a nice way to end the weekend.

Before departing, we received diplomas and a gift bag. All in all, it was a fantastic weekend and well worth the cost. I'd do it again in a heartbeat. It was completely engrossing and it felt good to concentrate 100% "in the moment." The instructors were professional, thorough, kind and funny. There was a lot of support staff and I felt like the entire weekend was professionally run and well executed.



Photo Credit: Laura Nielsen

BMW Car Club
of America
Florida Suncoast



Florida Suncoast BMW CCA
P.O. Box 10666
Tampa, FL 33679

Traditionally we take a look at classic ads, but things are a bit different and wanted to share something a bit more recent...

Happy Birthday BMW, and may you have many more hundreds of birthdays!

HAVE A COMMENT OR SUGGESTION FOR A STORY OR JUST WANT TO SPEAK YOUR MIND? SEND THE NEWSLETTER EDITOR AN E-MAIL AT: NEWSLETTER@FSCBMWCCA.COM

