



BMW CCA - Oregon Chapter Oregon and Southern Washington

Under the Hood

Upcoming Meetings & Events

Checkout our website for details !

www.bmworegoncca.com

- October 2—Street Survival @ PIR
- October 18—General Meeting
- November 15—General Meeting
- January 14—Holiday Dinner at Stockpot

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Volume II, Issue 3

Fall 2011

2nd Annual Motorfest

Did you happen to see a large group of BMW's going down the road Saturday August 13th with huge smiles on the driver's faces? They were headed to the 2nd annual Northwest BMW Motorfest.

The weatherman promised mid 80's and sunshine, however those darn Oregon clouds didn't burn off. But that didn't stop us. We made our own sunshine.

The day began with a tour of SW Washington lead by Trayson Harmon, and Cory Piazzse. A good sized group of 30 to 40 BMW enthusiasts arrived at Matrix Integrated bright and early Saturday morning ready to join the Northwest BMW Motorfest drive. Matrix treated us to some breakfast snacks including muffins, pastries, fruit, juice and even some Starbucks. This year, we tried something different and had two driving groups. This afforded us the advantage of smaller drive groups and the ability to enjoy driving with the group that best met the driving character that the participants were looking for that day. Since we were doing a loop, we sent one group clockwise and the other group counter-clockwise.



Photo courtesy of Les Olmann

The drives were great! There was some good scenery and a couple stretches that had some dynamic twisties to be enjoyed as well. Both groups decided to stop off at a scenic overlook that was at the half way point of the drive. It was pretty foggy up top so there was no view of Mt Saint Helens, but imagine our surprise when we found out that each of us pulled into the same area for

(Continued on pg. 4)

What are these funny looking square codes all over the newsletter?

Maybe you've seen these strange looking boxes on products, in advertisements or magazines but what are they? These are known as QR codes and while they are extremely versatile (they can contain over 7000 characters and can be read in any orientation,) we're using them in the newsletter to direct to you to additional content on our website. For example, in the Motorfest article, scanning the QR code will take you to a picture gallery of the event.



So how do you scan a QR code? If you have a smart phone, iPhone or Android phone you can download a QR reader such as QR Reader for iPhone or QR Droid.

Once the code is scanned and processed, it takes you directly to the URL on your device, or shows you whatever else was encoded in the QR code.

So give it a try and see the additional content on our site which we don't have room to include in this newsletter. The QR code to the left will take you to our main web site.

The Allure of the Automobile & Cars in the Park

Through connections with the BMW CCA Oregon Chapter, our members had a fantastic opportunity to participate in the Portland Art Museum Allure of the Automobile event! The exhibit includes 16 extremely rare and beautiful cars, ones that highlight the concept of "art on wheels". The cars were designed and built from the mid-30's to mid-50's. One example is a 1957 Jaguar XK-SS Roadster once owned by Steve McQueen.



Every Saturday during the summer, a different Cars in the Park event is staged in the Park Blocks around the museum. July

23rd was BMW and Mercedes day, and our group had 43 cars participating.

Not only did our members get to park their car in the event, but they also heard a lecture that covered each of the 16 cars displayed inside the museum, and then were allowed inside the exhibit for a private tour.

We had an excellent collection of BMW's in the Park Blocks for the hundreds of spectators to enjoy. On display in the featured area was Keith Martin's 1958 Isetta, Ted Davis' 1968 1600 GT GLAS, Mike O'Hara's 1967 2000C GLAS, Tom Anderson's 1982 orange M1, and in the center was Brown Maloney's 1958 507, one of the most revered BMW's ever made! We had such a great time meeting fellow owners, talking with the spectators, interacting with the Mercedes group, and having a once-in-a-lifetime experience being part of such a classy and exclusive event as this one. At the end of the day, everyone had a big smile as they drove out

of the exhibit area and headed home. Many members have commented about how it was the best car event they had ever attended.

This collection of cars will never come together again. Will the museum have another automobile art exhibit? This event is a huge success for them. If they decide to have another exhibit, we will enthusiastically support it. We shall see.

Brian Cone
BMW CCA
Oregon Chapter
President



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Under The Hood original design by Chris Trappe; layout by David Hows

Maryhill Loops Rally

Sold out! Those are good words to hear for an event organizer and for the participants of the Maryhill Loops Rally. This year 20 participants were treated to another weekend of automotive nirvana. We started off with a simple formula: Eat/Drive/Eat/Drive. It worked great and we were able to have even more driving through a hand picked "best of" selection of twisty roads, 282 miles to be exact. The weather did not disappoint and neither did the roads or our trusty Ultimate Driving Machines.

We stayed in the Dalles this year, and my only regret was trusting the front desk clerk at the Shilo for a recommendation on what was the "best brew pub" in town. I think that "brew pub" was a stretch when we walked into basically a local tavern. And imagine our surprise as the evening progressed and the locals belted out their favorite country anthems with all the small town passion I've ever

heard! While not exactly the dinner I had in mind for us, but it was 100% memorable!

Of course, with this event, Sunday is what it's all about--The Maryhill Loops Road. Once again, the Oregon BMW CCA owned the 25 corners that ascended up that hillside with only the windmills to keep us company. Engines roared, exhaust notes sang, and tires reached down to grab the canvas as our group of amazing cars painted their way up the road. Honestly, if I were to measure the success of an event by the excitement and satisfaction of the drivers, then I could have easily quit after the first run. Drivers were all but jumping out of their cars to share their excitement about the few minutes they just spent in their cars.

Weekends like this are why I am proud to serve the Oregon Chapter of the BMW CCA. I couldn't think of a better way to

(Continued on pg. 3)

Maryhill (cont.)

come together as a group of enthusiasts and share our automotive passions together. There are a handful of us that live for moments where we can focus on nothing else but to drive our cars. And those of us that are wired that way just "get it". All that time, gas, money, and travel just to spend a weekend driving? An enthusiastic, "YES PLEASE!" will always be the answer of those that like myself live to drive. For most people, getting into a machine with four wheels is simply a way to move your body efficiently from point A to point B. But on that last weekend in July, we used those same four wheels on our Ultimate Driving Machines as way to move our souls.

Trayson Harmon
 BMW CCA
 Oregon Chapter Treasurer



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Photos courtesy of Jeremiah Church

BMW CCA Oregon Chapter

Club Gear

Great Looking clothing for the BMW CCA Oregon Chapter

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Click "Club Gear" on www.bmworegoncca.com



Motorfest *(continued from page 1)*

our rest stop within 5 minutes of each other! There's no way that we could have planned it better. The clockwise group was able to witness all the counter-clockwise drivers as they all got out of their cars buzzing with the excitement from enjoying their ultimate driving machines going up Old Man Pass.

Each group was able to enjoy 170 miles



Photo courtesy of Les Oltmann

of driving together, and arrived on time at Blitz Ladd ready to enjoy our private BMW only parking and the fun and festivities of the afternoon.

The car show located in SE Portland at Blitz Sports Pub kicked off in fashion at 1pm with the parade of cars pulling into our show car parking. We had 3 streets closed off, Burnside Brewing on Tap, a huge menu of food, and a live band that ripped the melodies to some of our favorites.

We started with 52 pre-registered cars and ended up with 62 at the show. It was a great sight to see. There was a lot of whispering on who was going to win the awards for, Best Modern, Best Modified, Best Classic and Best of Show. It was some tough competition.

And, speaking of things to win. This year there was a huge amount of awesome raffle items. Thanks to our generous sponsors who provided items for raffle, there was quite a buzz to win. People purchased \$1 raffle tickets and placed their tickets in the tub hoping that their number would be called.

A special note about sponsors. This show wouldn't happen with the support of our sponsors. A special thank you to BMW Portland, Boyd Motorwerks, and Guten Parts + Service. They really outdid themselves and each provided over \$2000 of donated items for the event. There were other sponsors that provided some really cool items too. Thank you, Musicar NW, Matrix Integrated, 2002 AD, Pelican Parts, Bavarian Autoparts, Pro-Tek, Skips Wheelwerks, Luxe Autohause, Massive Brakes and Accessories, Sports Car Market, EMG, AR Auto Server, Mike O'Hara, Meguiar's, Anh Le LLC, Pacific Northwest Paralegal Association, and Blunt Tech.



Photo courtesy of Les Oltmann

The raffle started at 4:15 and ran for nearly 45 minutes. There were a few hiccups this year in the calling of raffle tickets and recognition of sponsors, and we apologize for not announcing each of the items

and who they were donated by. We will improve on this next year. But besides a few mix ups, it was a very fun raffle with several individuals walking away with awesome prizes.

Then to awards. Vince Manley took home the Best of Show for the 2nd year



Photo courtesy of Anthony Werre

in his 3.0 CS, Sean McCarthy won Best Classic with his 2002, Tim Mineo won best Modified in his 135, and Brian Cone took Best Modern with his M5. Congratulations to all of our winners.

At the end of the day, the show was considered a success. With registration, t-shirt sales, raffle tickets and sponsor cash donations, the show was able to make a net profit of \$500. This was donated to Fish Emergency Services Thursday 8/25. It's awesome to be able to support such a great local charity that does so much for the local community. We are very happy to be able to continue to support them through Northwest BMW Motorfest. And without the participants and sponsors, it would not be possible.

Thank you to all who attended. We look forward to next year and making the 3rd annual Northwest BMW Motorfest even bigger and better.

Your committee;
Anthony Werre, Ligia Teny, Bruce Feller, Trayson Harmon, Anh Le, & Tom Freedman



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Photo courtesy of Thom Randolph

Racing Season

Portland International Raceway (PIR) has a full schedule of races during the spring and summer seasons, but there are a few that get national attention. Here is a brief review of three race weekends that caught the attention of our BMW Oregon CCA chapter. Our club had a car corral at the Rose Cup and Historic races and a Club booth under the tents of the Pro3 Race group at the NASCAR races.

Rose Cup Races



Photo courtesy of Brian Cone

The season begins with the Rose Cup Races. The first Rose Cup Race was in 1961, when they raced in streets around Portland during the Portland Rose Festival. Since then, the Rose Cup has become an annual event. In 1962, they moved the race to West Delta Park (as it was known back then) but the track was quite dangerous. Racers spinning off the track could collide with old concrete foundations or fall into the nearby ponds. As a result, many of the sanctioning racing bodies refused to race there any longer. The track was finally paved in the 1970s. Since then, the Rose Cup Race has maintained a reputation as one of the most loved races in the Northwest.

Race weekend brings thousands of spectators to PIR. Vendors of race memorabilia line the sidewalks and the grass fields are filled with show cars, vintage cars and corrals of car clubs. This was the second year the BMW Oregon CCA has had a corral

at Rose Cup. In spite of the constant mist that blanketed the track, we had several beautiful cars in our corral representing the BMW marque. My favorite was the E30 M3 Sport Evolution that came down from Spokane. What a beauty. Built from 1986-1992, it is known to have about 235 HP in a car weighing about 2800 pounds. There were only about 600 made, and this one was completely redone and beautiful.

The Portland Historic Races

Always a favorite, the Portland Historic Races bring vintage cars together to race and to show. This was Portland's 35th year to host the Historic Race.

The Portland Historic Races are produced and sanctioned by the Historic Motor Sports Association (HMSA). Established in 1977, HMSA specializes in race events with historic cars, emphasizing the preservation and proper use of historic race cars.

This race weekend offers an opportunity to see the old classics race, from the famous Ford Shelybys to the Le Mans cars of the 1970s. It also gives you an opportunity to see classic sport cars like Jaguar, Triumph, MG, Corvettes, and many more.

The infield of PIR is where the car clubs exhibit their cars. Our club was tucked under the cottonwood trees where we enjoyed the shade and picnic atmosphere of the rolling hills beside the track. This year, we had a great showing of 2002s built from 1968-1976. Gary Espeland, owner of Boyd Motor Werks, brought his beautiful 2002 (along with several of his best friends' and customers' cars), giving us a great showing of this exceptional famous BMW series.



Photo courtesy of David Hows

This is a weekend for all BMW owners to buy a weekend package and join us for this fun event. The package costs \$45 and comes with 2 admission tickets and a car corral pass for Friday through Sunday. You drive into the track and park your BMW in our corral. You do not need to have a show car or even a perfect car -- any BMW will do. Please join us next year for this fun event.

NASCAR/Pro3 Race

July 22-24, NASCAR came to PIR once again to show the fans what those big V-8 champions look and sound like up close. Fan or not, it is a very fun time. Personally, I think the more exciting race was the Pro3 featuring the E30 series built in 1985-1991.



Photo courtesy of Doug Berger

These cars are almost a spec series, this makes the series very competitive and gives the race advantage to the driver, not the car. The drivers rely on

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Teen Street Survival Coming to Portland Sunday, October 2

We read about young drivers getting into terrible wrecks every week. You may glance at the article ... and tell yourself, "Well, my kid would never drive like that." Hopefully, you have instilled good judgment on your young driver; he/she is focused, alert, and in control of his/her vehicle at all times. Then you read about the "good kid" who dies in a one-car wreck and you think "must have over-corrected or panicked. I hope my kid never gets in that situation." Hope ... is not a strategy. Fortunately, learning to properly recognize and respond to an emergency driving situation is something that can be taught. In fact, it's the focus of Tire Rack Street Survival, the largest defensive driving program in the country. Street Survival is returning to Portland on Sunday, October 2.

Motor vehicle crashes continue to be the leading killer of American youths aged 16 to 19. Street Survival is an outstanding, one-day program, 100% focused on teaching young drivers car control techniques for safer driving. Here's your opportunity to provide your son or daughter the skills he/she needs to respond to a driving emergency in a proven program, at a very reasonable cost, at a close by venue: Portland International Raceway. Having led the Tire Rack Street Survival program since introducing it to the Region in 2008, I can tell you it has been an overwhelming success. Yet, I can fearlessly predict that even driving enthusiasts, with young drivers at home,

do not all sign up their kids. Let me also share with you the most common reasons not to enroll your kid:

"My son/daughter is a good driver"

"There's no way my teenager is getting up early on a Sunday morning to go to a 'driving school.'"

"My son/daughter has an SAT prep class that day"



Some things you can put off – please don't make it the class that can save your kid's life. Through the Street Survival program, students are coached on the driving skills necessary to control a car in an emergency. Over 90% of students are registered for the Street Survival program by their parents. I urge you to enroll your young drivers in this program. Of all the things we can do as parents to give our kids a leg up – advanced driver training should go to the top of the list. Enrollment is on-line at www.streetsurvival.org, click the link to "School Schedule/Registration."

The October 2 event will be held in parking area of Portland International Raceway. This is not a speed event; cars

will NOT be driven on the race track. Students gain valuable skills to improve their driving techniques in controlled conditions with an in-car instructor. During this one-day event, students spend some time in a classroom to gain insight on driving dynamics. The program's emphasis is on giving students new skills to improve their driving techniques behind the wheels of their own cars. Students drive through real-world exercises, with an instructor in the next seat to provide immediate feedback. While educational, students have a great time – parents are equally impressed with Street Survival, as Oregon Region consistently earns top ratings by parents & students on post-class evaluations.

Due to sponsorship from Tire Rack, BMW CCA Foundation, and SCCA Foundation, the total out of pocket cost is only \$75. Any licensed driver age 16 - 25 is eligible to participate. Students must supply their own vehicle (vans/trucks/SUV's must have electronic stability control or a 3+ star rollover rating) in safe, running condition, along with proof of insurance, and a valid driver's license. 15 ½ year olds with a valid learning permit and a minimum of six months of driving experience are allowed to participate. Please sign up today at:

<http://www.streetsurvival.org/>

Jim Weidenbaum

Oregon Region Street Survival Chair

Racing (cont.)

skill rather than depend on how much money they spend preparing their car.

This year, there were about 35 BMWs in this race. Watching 35 BMWs come down the front straight-away and into the first turn is quite a thrill. Four or five cars trying to get into a three-lane turn is an amazing feat. The race runs for a thrilling 45 minutes, BMWs of all colors racing for the thrill of it. It is very fun to see

cars that look normal be so agile and quick.

If you have never ventured down to PIR, you are missing a great opportunity to see automobiles race locally on a professional race track. You can see this on almost any weekend in the spring and summer for a small ticket fee or (on most weekends) FREE.

Please join us next year. Check out

the schedule on our website, or send me an email if you have any questions. You can reach me at:

vicepresident@bmworegoncca.com

*Bruce Feller
BMW Oregon CCA
Vice President*



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Hooked on Driving HPDE



Hooked on Driving (HOD). The name should say it all. No cops, no oncoming traffic, no pedestrians or bicycles, and coaches to teach you how to be smooth and fast. I decided this was the year to cross a new item off my bucket list: Drive my M3 Convertible on a race track. I was almost scared away by a forecast of possible showers at Portland International Raceway (PIR). However, I'm sure glad that I let my track junkie friends talk me into going.

I'm a driving enthusiast and I've done a number of track days on my motorcycle, and lots of spirited driving out on the back roads. So, I thought that driving the M3 at a track I was already familiar with would be pretty straightforward. I started the day by having a coach drive me for a few laps in my own car. I was fortunate that my 'coach' was already a friend of mine that himself drove an E36 M3 and we were instantly comfortable—me with him and him with my car. It didn't take the full three laps for me to realize that I needed to set aside my thoughts that this was going to be quick and easy to get up to speed. Braking zones, turn in, apex, turn out... Yeah, there was a bit more to this than I'd thought.



However, I quickly realized that becoming a blank slate and opening myself to absorb all that my coaches had to teach me was the best thing I could do. Smooth is the

name of the game. I found myself figuring out certain corners and still having to work to get the right combination of line, turn in, and apex on others. But repetition of course helps and the "simplicity" of PIR turned out to be the perfect setting for getting down some driving basics.

HOD also acknowledges that not only do the cars need fuel, but their drivers do as well. We were treated to salad, lasagna, and bread sticks for our 'lunch session'. I don't think any of the participants or coaches went away hungry!

There were also "download" sessions after each driving session where our group. They were helpful, but HOD realizes that people learn differently. I gained the most benefit from being able to take laps with the coach driving so that they could demonstrate first hand what they wanted me to do. And I won't lie: Taking hot laps with a coach was pretty darned fun! I was able to take advantage of a demo ride with one coach that drove an M3 similar to mine (albeit fully track prepped). I was able to take another quick demo ride in a Corvette. It was interesting learning the contrast of American Muscle versus something like my M3 that's built less for horsepower and more for handling (I have an admitted bias of course). I was grinning ear to ear as I let another coach (at my own risk) take my M3 for some hot laps. Wow, what an eye opener to see what an experienced driver was capable of doing in my car! I will say that while he was nice to my car, that my tires and brakes got their most strenuous workout to date.)

My final demo ride happened after taking a session with a new coach. That was the biggest eye opener of all because he happened to drive a Lotus Elise. Wow. I can honestly say that I've never experienced cornering and braking forces like that away from a motorcycle. It was pretty amazing to see what an experienced driver could do in a car that light that handled that well.

Over the course of the day, I was able to take advantage of three different coaches,

and learned different things from each one. Each had a different style and I connected with each on different levels. In the end, I found that letting go of my expectations and opening myself up to learn as much as I could was the best thing I could have done. As I drove in the later sessions, I found myself driving the lines correctly regardless of what the car in front of me was doing. I found that by driving smoothly and carrying speed through corners that I was able to navigate the corners faster than cars with close to double the horsepower of mine. In the end, I found that I was able to progress quite nicely. It was very satisfying to have my last coach sign me off to solo after our last session. Honestly, while I have "permission" to drive without a coach, I will most definitely be utilizing coaches as much as possible when I next take my car on the track.



I learned a lot about driving, a lot about my car, and a lot about myself. For less than the price of a speeding ticket, I was able to greatly improve my abilities at something I genuinely love—driving. Honestly, I can't think of a better way to spend a day with four wheels on pavement.

Trayson Harmon
BMW CCA
Oregon Chapter Treasurer

Check out a video of Bruce driving Trayson's car at:

<http://youtu.be/oU6d7s0J3Ao>



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**BMW Car Club
 of America**
 Oregon Chapter



Official BMW Club

Are We Connecting?

Nearly 20% of our members do not have an email address on file. If that's true for you, you are missing out on important information from both the Oregon Chapter as well the National BMWCCA club. The Oregon Chapter sends out email messages on upcoming events and activities and National sends out a weekly email with late-breaking news, national events such as Octoberfest and the Monterey Festorics in their weekly Roundel digiStrasse email and a digital copy of the Roundel publication. Rest assured, we don't share or sell your contact information.

So don't be left out, update your profile with your email address so you get a chance to read about all the activities your club has lined up for you. Just log in to www.bmwcca.org and select My Profile to add your email address. You can also easily renew, add associate members, or visit the club store for some unique gifts for yourself or your favorite BMW fan.

Volunteers Needed!

Want to help make the BMW CCA Oregon Chapter better? We have several open positions which need to be filled to move our club to the next level. Current positions include:

- Events Director
- Member-at-Large
- Regional Event Coordinators in southern and eastern Oregon
- Marketing Director and assistants
- Newsletter Editor
- Graphic Artist
- Event Photographers

Our club is still young; help shape the future of our club and make it better for all. Contact a current board member or send an email to communications@bmworegoncca.com to find out how you can contribute!



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