



# *Under the Hood*

A Publication of the BMW CCA Oregon Chapter

Volume III, Issue 3

Fall 2012

# N O R T H W E S T BMW MOTORFEST

3RD ANNUAL

Come visit us on the web at [www.bmworegoncca.com](http://www.bmworegoncca.com)



**COVER:** Our Northwest BMW Motorfest Grills Logo adorn the cover of our new format.

**Photo on This Page:** BMW 2002s at Motorfest captured by Les Oltmann

**CLUB WEBSITE:**  
[www.bmworegoncca.com](http://www.bmworegoncca.com)

**BOARD OF DIRECTORS:**  
Brian Cone, President: 971-400-2088

Bruce Feller, Vice President: 503-780-4237

Anh Le, Secretary: 503-307-6322

Trayson Harmon, Treasurer: 503-383-1607

David Hows, Communications Director: 360-608-1967

Tom Freedman, Member-at-Large: 503-449-1033

Sash Kazeminejad, Member-at-Large: 406-581-9208

Carlos Santayana, Editor: 503-347-5444

**Under The Hood** is a publication of BMW CCA Oregon Chapter, a non-profit Oregon business, and a chapter of BMW Car Club of America. This newsletter is mailed to all members in good standing. All of its contents shall remain the property of the Club. Information supplied is provided by the members and for the members only. The ideas, suggestions, and opinions expressed in these articles are those of the authors. The Club and Editor assume no liability for any of the information contained herein.

**Submittals & AD Rate Requests:** Email: [communications@bmworegoncca.com](mailto:communications@bmworegoncca.com)

**Under The Hood** design and layout by David Hows

## Contents

3	<b>From the President</b>
4	<b>Calling for Nominations</b>
6	<b>Third Annual Motorfest Recap</b>
8	<b>Event Pictures</b>
10	<b>Sequim Car Collection Tour</b>
11	<b>Stance Wars: A Different Kind of Car Show</b>
12	<b>Eastern Washington Tour</b>
13	<b>Sweet Sixteen</b>
14	<b>My Week with Hans</b>





# From the President

Hello BMW CCA Oregon Chapter members! What a great season of events we have experienced this summer! We have learned during the last two years how to better stage our events, and this knowledge has helped us to plan and present improved events for you to enjoy.

Your dedicated team of officers and volunteers worked many hours to provide you with many memorable events. Highlights include:

- **Historic Car Races at Portland International Raceway:** Bruce Feller, VP and leader of this event, arranged to have our corral moved to the front corner, where we had much more visibility for spectators and potential visitors. The chapter-sponsored BBQ lunch on Saturday was a big hit and we had a record number of cars participate. Thanks to the committee members and volunteers who made this the best Historic Car Races event we have ever had. And thanks to the members who brought their cars to display in the corral. They looked stunning!
- **Tour of a breathtaking private collection of cars in northern Washington:** Your board members have great connections which benefit our CCA chapter members. I had connections to a car collector who has 6 garages full of spectacular cars. We teamed up with the Oregon and Washington Mercedes Clubs for the tour up to view the collection. This was a once-in-a-lifetime opportunity to see a wonderful private collection and learn about the history of the cars in it. A high level event, indeed!
- **Northwest BMW Motorfest:** This year's event was the best Motorfest event ever! Thanks to the Motorfest committee and special thanks to Anh Le, chairperson, who worked so hard to make this event very organized, professionally run, and exciting for the participants.

What makes your chapter such a success? The dedication of your chapter officers and volunteers. Several of the elected officer positions are open for next year. This is your opportunity to help your fellow BMW Chapter members enjoy the benefits of belonging to your chapter. Please consider volunteering or running for an elected officer position. We can use your help to become even better next year!

Finally, thanks to you, our chapter members for belonging to our chapter and participating in the many events so far this year. We look forward to seeing you in events scheduled for the remainder of the year.

Your President,

Brian Cone

# Calling for Nominations

Now is the time to ask for nominations for the election of open board member positions. Elected board members may serve for a maximum term of two years. The members who run for election must be capable and dedicated. They also need to have the time and willingness to serve.

Members, keep in mind that your officers are a critical part of the team that manages and operates your BMW CCA Chapter. The great leadership and dedication of your board members will ensure a successful chapter for years to come, and will continue the philosophy and vision that make your chapter a high priority for you to continue membership.

The positions that need to be filled are:

## **President**

- Presides over all monthly board meetings, prepares the agenda, and directs the discussion.
- Acts as an ex-officio member of all standing committees and temporary committees except the nominating committee.
- Executes all documents and correspondence in the name of the Chapter as authorized by the membership or Chapter Board.
- Signs or co-signs Chapter checks.
- Ensures that all required reports are submitted to the National Office within the required timeframes.
- Maintains the Chapter's copy of the BMW CCA Operation Manual.
- Ensures that corporation reports are filed on time.

## **Vice President**

- Acts in place of the President during his or her absence, or when required by the President.
- Assists the President and/or Chapter Board in any manner that they may direct.
- Manages monthly Chapter general meetings.

## **Secretary**

- Records and preserves the minutes of Chapter business and Board meetings; presents and reads such minutes at the request of the President.
- Prepares necessary correspondence for the Chapter when required.

## **Treasurer**

- Keeps and preserves the records and books of accounts reflecting the financial condition and operation of the Chapter and any corporate documents that obligate the Chapter financially.
- Prepares the annual financial report for submission to the National Office.
- Prepares the report of financial condition to be provided to the Chapter membership each year.
- Ensures that required fees and taxes are paid on time.
- Monitors and maintains the Chapter bank account; monitors account to ensure it remains in balance and that all funds received from the National Office have been received and properly credited.

## **Communications Director**

- Gathers editorial content for the newsletters and website, including newsletter layout and printing, web site design, host service selection, domain name registration and renewal, and content upload.
- Ensures that the newsletter is properly labeled, has correct postage, and is sent to the post office for distribution to members.
- Ensures that the newsletter contains the minimum elements required by BMW CCA and is published within the required timeframes.
- Verifies that the information contained on the website is current.
- Strives for a website that is easy to navigate, meets the informational needs of the Chapter members, and serves as recruiting tool for new members.
- Attends the National BMW CCA Newsletter Editor/Webmaster Conference



Any member in good standing that is interested in running for any of the above positions must submit a bio and a statement explaining reasons for nomination, qualifications for the position, and goals to achieve if elected. We must have all submissions by October 30<sup>th</sup>.

Please email your bio and statement to:  
electioncommittee@bmworegoncca.com

Thank you.

The BMW CCA Oregon Chapter Election Committee

ANH C. LE

222 nw davis street  
suite 402  
portland, or 97209

office 503.964.5815  
cell 503.307.6322  
fax 503.221.1138  
anhle@anh-le.com

Anh Le, LLC

**BMW CCA Oregon Chapter**

**Club Gear**

Great Looking clothing for the BMW CCA Oregon Chapter

Look GREAT! Feel GREAT!  
And Support Our Club!

We hand picked each item to ensure its quality is what you expect! We made certain the clothing is easy to care for, comes in a wide size range and looks terrific!

Check out the different Categories (links on the left) of our Club Gear; if you don't see something you would like - ask! Watch for Event Gear, coming soon!!

Your purchase will be shipped to you within 7 business days, directly from our supplier.



## DAN'S E36 M3

Member Dan Sides' 1998 M3 sedan recently passed a milestone moving past 100k miles and like any self-respecting enthusiast, Dan captured the moment.

Dan's M3 is his daily driver and it has been in his family since new, having been originally purchased by Dan's father.

I seem to recall a young boy following Dan around at Historics and I bet he's just biding his time until he gets to own this great e36.



# Third Annual Motorfest Recap

by Anh Le

On August 25, 2012, over eighty BMWs lined 10<sup>th</sup> Avenue and Grant Street in SE Portland around the site of our Third Annual Northwest BMW Motorfest at Blitz Ladd Sports Bar. The open area lot behind Blitz Ladd was arranged with canopy tents, large patio umbrellas, chairs, tables, couches, sound systems, a food and drink station, and cars brought in to be displayed. We had sunshine, great music, engaging sponsors, a lively crowd, and best of all, the strong support from our members who showed their love for BMWs!

The day started with the driving tour organized by Cory Piazzese. No less than forty cars gathered at Matrix Integrated Inc., one of our Motorfest sponsors. The drivers' meeting was

held to sign the requisite waivers and receive driving instructions. The cars were then split into two groups for a more manageable drive, with Cory leading Group 1 and Brian Cone leading Group 2. Hours later, after a beautiful three-hour, 107-mile drive along back roads that stretched as far as Eagle Fern Park in Clackamas County, the two groups of cars arrived at Blitz Ladd just in time for the start of all the events.

To kick off Motorfest, we held a special raffle for on-site exterior detail service sponsored by Gallagher Auto Spa. The lucky winner had his E60 BMW (fresh with road grime from the morning drive) washed, polished, and detailed on the spot for everyone to witness the transformation from a

good-looking black 5-series to a stunning beauty with a deep mirror finish from every possible angle.

Several tables were filled with raffle prizes donated by our sponsors. The coveted Jeff Koons Art Car 1:18 scale model donated by BMW Portland, the BMW Baby Racer II kiddie car donated by Pro-Tek Automotive, wine and dinner at King's Estate donated by Josh Gourley State Farm, Autosport car vacuum from Boyd Motor Werks, Griot's Garage items from Sidedraught City, front strut braces from Ireland Engineering, and an Escort Redline Radar/Laser Detector donated by Musicar Northwest were among the many popular raffle items. Every square inch of the raffle tables were filled with assorted parts,

Les O





accessories, and gift certificates from AR Auto Service, Banfield Pet Hospital, Bavarian Autosport, Meguiar's, Skip's WheelWerks, and Sports Car Market. Even those who didn't win any prizes went home with a cinch bag provided by Anh Le LLC and Massie Dalai, CPA.

The charity for this year's Motorfest was Oregon Food Bank. We're happy to report that we are able to donate \$300 of the event's proceeds to Oregon Food Bank along with all the non-perishable food donated by those who attended the event... more than three barrels! Thanks for remembering to bring your canned and packaged food items to Motorfest this year.

A special thank you to the alluring

gals aptly referred to as the "Registration Ladies," comprised of Barb Feller, Cindy Harmon, Corina Lagravinese, and Nancy Piazzese. Thanks for all your hard work distributing the registration packets and handling merchandise sales. The Motorfest Committee also wishes to thank Drew Lagravinese for his smooth emcee skills. Thank you to all the volunteers who helped with planning, logistics, parking, setup, cleanup, and all other aspects of the event: Gary Burke, David Clayton, Tom Freedman, Trayson Harmon, David Hows, Sash Kazeminejad, Fred Krieger, Alan Rich, Carlos Santayana, and Jose Santayana. Finally, thank you to my co-chair Bruce Feller for all his wonderful help in making the 2012 Northwest BMW Motorfest a rousing success!

Congratulations to our Award Winners:

- Best Featured: Alan Rich  
1973 Red 2002
- Best Vintage: Vince Manley  
1972 Blue 3.0 CS
- Best Classic: Eric Adams  
1989 Zinnoberrot E30 M3
- Best Modern: Cory Piazzese  
2006 Interlagos Blue Z4 M Coupe
- Best in Show: Eric Adams  
1989 Zinnoberrot E30 M3

Thanks for coming and we hope to see you all next year!



# Motorfest Pictures



The BMW 2002 were our featured car at this year's Motorfest and we had some beautiful examples



Over 80 cars lined closed streets in SE Portland



Gallagher Auto Spa getting to work on the winning car of the onsite detail.



BMW Portland brought in several cars to show including this 2000 M Roadster now owned by a club member



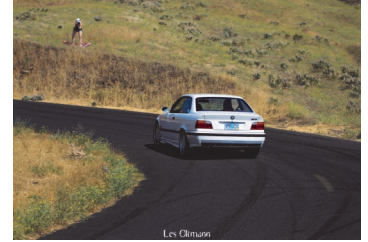
Participants received a string backpack filled with goodies provided by our gracious sponsors



(L-R) Vince, Alan, Eric, and Cory with their well-deserved awards



# Maryhill Loops Road



Special thanks to Trayson Harmon for organizing this safe and well run event again, as well as the volunteers who endured the hot temperatures. Our photographers; Les, Stacey, Daniel, and videographer John were such good sports and captured many amazing images. Thank you all for your great work.

If you'd like to see more pictures from this or other events, go to our web-site at:  
[www.bmworegoncca.com/club-events/past-tour-event-reports/](http://www.bmworegoncca.com/club-events/past-tour-event-reports/)





# Sequim Car Collection Tour *by Brian Cone*

Connections. As a member of the BMW CCA Oregon Chapter, you enjoy the benefits of connections that the board of directors use to provide great events for all club members. An excellent example is the tour of a private car collection in Sequim, Washington.

On June 23<sup>rd</sup>, Oregon Chapter members joined the Mercedes Benz Club

the garage floor describing the vehicle and its special features. One garage contained about 200 Honda motorcycles arranged by engine size. Our host described how Honda revolutionized the motorcycle industry by manufacturing products that appealed to a wide variety of new riders.

Our host gave a speech about how he



Seattle Section in a drive to one of the most fantastic private car collections in the Pacific Northwest. Our host's estate features six garages that contain very rare and valuable cars, including the 1957 BMW 507 that was featured at the Portland Art Museum's "Cars in the Park" event for BMWs and Mercedes Benzes, back in July 2011.

Several of the garages have their own living rooms and bath rooms. One even has a kitchen. The cars were parked with keys in the ignition, ready to go. Each car had a metal plaque on

became a collector and then led us on a guided tour of his collection. A catered lunch was provided in one garage (and we could see plaques under the tables).

This was a very rare and special opportunity for our members to enjoy the generosity of this car collector's estate. Your BMW CCA Oregon Chapter will continue to use connections to provide you with memorable events and fun get-togethers. Check our event calendar regularly, and see you at our next gathering!



# Stance Wars: A Different Kind of Car Show *by Trayson Harmon*

I've attended a lot of car shows – from Concours to the ///M Car Day to our own Northwest BMW Motorfest. However, in July I ventured north to Bellevue to attend something a little different – Stance Wars. The show included a wide array of both European and JDM cars.

What makes this show unique is that it's not about traditional aesthetics or performance as many of us are used to in the mainstream car scene. It's about the fashion of having the car low with wheels fitted as flush to the fenders as possible. It's a look that will make many performance purists cringe and shake their heads as speed, cornering, and suspension geometry is often thrown out the window. However, it is an amazing car scene where enthusiasts are pushing their creativity and the limits of what seems possible to achieve the ultimate "Stance" for their car.

Stance Wars did not disappoint as enthusiasts had gone to great lengths by rolling and pulling fenders, stretching tires, and increasing camber to allow the fitment of their beautiful wheels to be showcased. With this group, low was taken to new levels. A great many of the cars have abandoned traditional coil springs and have transitioned to airbag suspension instead. Rolling on "bags" allows these cars to be dropped literally to the ground when they're not moving, and vary their ride height for those pesky speed bumps and driveways. Other cars still achieved mind blowing levels of "low" with coilovers. The show actually separated out these two and judged partic-

ipants in categories of Dynamic and Static suspension.

This show certainly confirmed the concept my mom taught me before I even had my driver's license: that "the wheels make the car." I loved seeing boundaries pushed with many cars with typical color schemes having traditional style scrapped in favor of bright wheels with colors right out of a pack of Skittles. Certainly the cars were modified in plenty of other ways, with everything from engine swaps to custom interiors, to roll cages. But there was no question that people were

lush carpets and stands for the wheels. Vendor booths, a DJ cranking out jams, and free energy drinks kept attendees happy up top. The 4<sup>th</sup> floor was dedicated to VIP parking that, even with attendees occupying a single spot, was completely full. The rest of the show attendees filled every remaining floor of the parking garage. I have honestly never seen that many modified cars in one place. The attendance was mind blowing.

After hours of trying to take in all these cars, awards were given out in various categories and many of the



going for the stanced look, and it was fantastic to see all of these vehicles brought together in this show.

Stance Wars was held at the parking garage of Bellevue Community College. The top floor was devoted to 100 show cars that were all pre-screened by the event promoters. Each of the show cars was given two parking spots to showcase their car and creativity decorating their space. I saw everything from police themes with chalk outlines to Astroturf with a white picket fence and stuffed dogs, to cars on

attendees departed with hopes that a large speed bump wouldn't take out their oil pan on the way home. A group of us stayed, having elected to attend the VIP after-party. Complete with an open bar, free appetizers, a DJ spinning music, and go-go dancers on podiums, it was certainly a conclusion to a car show like no other. However seeing is believing, so I encourage you all to check out a video about the show from LORENinHD.com, a professional videographer that happens to be one of our local BMW enthusiasts: <http://vimeo.com/45487148>.

# Eastern Washington Tour *by Tom Freedman*



In July, a hardy few of us went on a four day adventure to the Palouse area of eastern Washington, and eastern Oregon. Five cars began the journey on Friday, July 20 starting from Gresham. We headed east to Goldendale, and then over a less-traveled blue road through Bickleton, and into Prosser, Washington for a lunch stop. After an enjoyable Mexican meal there, we went on into Walla-Walla for our first group dinner and overnight stop. We found a passable pizza joint, but of course the company was the main attraction: our first chance to relax together and get acquainted.

Saturday morning was a welcome leisurely start. We met for coffee and took off for nearby Dayton where the real adventure began. Dayton, like many other small towns in the Palouse area, is quite charming. We had lunch at a yummy spot waiting for our meet up with members of neighboring BMW CCA chapters. Chris Brown, president of Spokane-based *Inland Empire* Chapter, led a group of five Spokane cars, plus one car from Tri-Cities *Rattlesnake* Chapter. Having nearly finished our lunch by the time our friends arrived, we did a little sightseeing in Dayton.

As is tradition for the Spokane chapter, we had a photo-op on the local courthouse steps, and then we were off for a delightful afternoon adventure of fabulous scenery and driving over wonderful roads through the heart of Palouse country. For a scenic diversion and a much needed rest, we perched atop Steptoe Butte for a grand vista, picture taking, and review of the drive just completed. I'd say the consensus of the Oregon folks was these Eastern Washington chapter dudes have some fine roads, and they sure know how to drive

'em! Special accolades to Pontiac man! (You'd need to have been there.) Leaving Steptoe Butte, more twisty excitement took us into Pullman where we had an hour to cool down and check into lodgings. Refreshed and rested, we all gathered with Chris and company for dinner debriefing at a fun pub with great food. We truly had such a great time driving and visiting with these folks that it was hard to say goodbye, but so we did, having discussed future possibilities including a tour to next year's big BMW event in Northern California. Chris even entertained us with a bit of a trivia game.

Sunday morning after a delightful breakfast at a fun German restaurant, we were off to the south. Following Chris's recommendation for fun driving, we took on two very interesting sections of highway. The first was the spiral highway, rather reminiscent of Maryhill Loops Road. Freshly paved and perfectly banked, having no traffic beyond a few cyclists, this was real treat. At a fueling stop later down the road, Dlynn mentioned that we ought to have done the spiral few more times since hubby Pat was at the wheel when we had all the fun! It would have been an easy thing to do, it's about a three-mile hill, and highly recommended.

Next up was the better known Rattlesnake Grade. Some say this section of road is somehow connected with the old country song "Hot Rod Lincoln." Someday I mean to listen and possibly uncover the reference. This was quite a long section of nice fun twisties and very scenic. Continuing south toward the Wallows we enjoyed the grand scenery the area is noted for, with Gordon in the lead to keep things interesting.

After Lunch in Joseph, we did a tour of the paved road through the Snake River Recreation area as was recommended for the tour by our good buddy Cory. The view from the Snake River Overlook was spectacular. There was a very nice section of road between the southern end of the Snake area and Baker City which was enjoyable. Then it was on to La Grande for our last night of great company at a local sports bar. (Hint, if you go to La Grande hoping to find dinner on a Sunday night, your options will be seriously limited.)

Next morning the group parted ways, those folks needing to get back to home country more quickly opted for the interstate, while Gordon and I had a final adventure through the central part of the state featuring part of the Fossil Beds area, and the fun little café in Antelope. Go there for the farm raised beef and marionberry cobbler.

Two Oregon scenic/twisty discoveries for me on this trip were OR-244 between Ukiah and Long Creek, and OR-3 from the Oregon-Idaho border down to Joseph. These are some areas of really beautiful Oregon country, and a treat for me considering I had not traveled these roads in many years, and in those days it was in my good old Jeep.

So, for this little tour, the company was superb, the driving was mostly tremendous, and the weather was fine. What more could one ask for? Perhaps another adventure some day in the future?

Thanks to all the great folks who came along and to our local chapter for the resources!



## Sweet Sixteen *by Carlos Santayana*

The Renault 16 was produced from 1965 to 1979. It was one of the most popular automobiles in Europe in the early seventies. It was voted European Car of the Year in 1966, in no small part due to its then-groundbreaking cabin style – it was one of the first four-door hatchbacks the world had seen. “Groundbreaking” was a charitable way of putting it. Many said it looked funny, like a hand-held ice shaver. Love it or hate it, the R16 is the first car I remember riding.

As a toddler, I’d be cruising around with my “gang” (Dad, Mom, nanny) in a pale yellow 1971 R16 TS. With plenty of room behind the rear seat, it was never a problem to haul my gear. Umbrella stroller, diaper bag, you name it. It could fit under the rear hatch easily. There wasn’t even a spare tire in the luggage area to take up room, because the R16’s spare was actually stowed in the front, under the hood!

Renault has a long and vaunted history as an automobile manufacturer. Inventor Louis Renault completed his first vehicle, the *Voiturette* (French for “little cart”) in December of 1898. It was about as small as a riding lawnmower and had a one-cylinder engine. On Christmas Eve that year, Louis bet friends at a party that his *Voiturette* could make it up and down the 13 percent grade of Rue Lepic, climbing Montmartre with not one but two fully grown men on it. The little cart did indeed make it up the hill without difficulty, and young Louis went home with a dozen firm orders that same evening. *Joyeux Noël*, monsieur Renault!

Since then, Renault has manufactured every conceivable type of automobile, from high society limousines in the roaring twenties to utilitarian post-war people’s cars, solid workhorse pickup trucks to venerable Formula One racecars, executive sedans to *Espace* minivans to the delightful Renault 5 *Le Car* hatchback (sold in the United States from 1976 to 1983) and its diabolical sibling, the R5 Alpine Turbo.

No such turbocharged engines for the Renault 16. Our yellow TS had an ample but unexciting 1.6 Litre engine... but it didn’t really matter. In the Philippines, amidst the ham-handed American land yachts and unproven Japanese shoeboxes of the era, to drive around in a French car was to rise above others like *crème fraîche* atop café. A Renault driver was likely a Francophile who espoused all the history and culture of the French Empire. Everything from the glory of the Renaissance to the beauty of Versailles to the magnificence of the Louvre, the Eiffel Tower, the *Arc de Triomphe*. Even simpler things like countryside picnics with a warm baguette and inexpensive but sublime wine and cheese and apples and grapes... everything beautiful and fragrant and sweet under the sun. The Renault seemed to embody all of this, and somehow allowed its owners to embody it too.



As mentioned, the very styling of the Renault 16 was fresh and unconventional. The front grill was referred to as a “bird beak” because of the way it protruded forward and pointed downward at its front and center. Viewed from the side, it was a bit sportier than a station wagon, thanks to the raked “fastback” profile. But it wasn’t sporty. Not really. It was a front-wheel drive car, and actually qualified as an MF (Mid-engine Front drive) layout owing to the gearbox being in front of its engine. All R16s had their shift levers on the steering column, and perfectly flat cabin floors with no driveshaft tunnel. In a typical R16, the two front seats were mounted close to each other and looked like a single front bench seat when the center armrest was in the up position. In my Renault, however, the armrest was never folded up...

and was never really used as an armrest. It was MY seat. Yes, young parents, the front armrest was my child/booster seat. These were the days before airbags, headrests, pre-tensioning seatbelts, or symmetrical side-view mirrors – the driver’s side mirror wasn’t even standard equipment! Back then there was no such thing as a LATCH-compatible child safety seat with a reinforced steel chassis and a five-point harness and a rotating base pad with crumple zones and linear side impact protection technology and head-and-neck restraints and... cupholders. Thankfully my dad drove around and braked smooth enough to avoid ever pitting my hard-headedness against the inside of a French windshield.

The R16 was, by most accounts, an enjoyable car to drive... when it was new. Unfortunately, it was quick to become an old, repair-prone rust bucket. As the car aged, it required more and more visits to the shop. Obscure French engineering meant obscure French screws, bolts, and fasteners. My dad recounts one independent mechanic who, fed up with the Renault’s proprietary boltheads, took a perfectly good flat-tip screwdriver and cut a notch in the middle of its blade. This became his dedicated Renault screwdriver. Other mechanics simply used adjustable wrenches, thus rounding out and eventually ruining the screws and nuts that held the car together.

Eventually we sold the Renault 16 in 1976 or 1977. It served my family admirably for over five years, but it was becoming more and more expensive to maintain. It was a sad day when we bade it farewell. To this day my parents and I still recall fond memories in the Renault, as a young family enjoying a drive to the park, getting to birthday parties or gatherings with relatives, and going on road trips for summer vacations. Maybe that funny-looking French car did lend us a little bit of the spirit it embodied; everything beautiful under the sun. It was, indeed, a sweet sixteen.



# My Week with Hans by David Hows

One of the great things about owning a BMW is the camaraderie and sharing experiences with other BMW owners. As members of the Oregon Chapter we encounter this at events like Motorfest and the driving tours but it can also be experienced online through Facebook, Twitter and online forums. One of the forums I belong to, r3vlimited.com, is focused on E30s (84-91 3 series) and has a strong following especially in the northwest. I'll never meet most of the people I interact with on r3vlimited though I have met some great guys at a few meets as well as buying and selling parts for our beloved cars amongst the PNW crew. One r3vlimited member I recently met actually came and stayed with me for a week. He joined me



on the Mt. St. Helens tour and I showed him around our great area of the Northwest, taking him to the Vista house and a couple other locations so he could soak up our glorious weather this time of the year, and snap a few photos at these locations. Actually Hans isn't really a member of r3vlimited.com in the way that most of us are. He doesn't have a login, he never contributes any DIY articles to the forums, but he is probably one of the best known names on r3vlimited. Hans is actually the creation of Archie, one of the r3vlimited members in Southern California. Hans is in reality a BMW roundel similar to the



one on the front of your car.

Two years ago, Archie started a thread asking if others would be interested in participating in a traveling BMW roundel that would get mailed from member to member where each would take a few interesting photos with/of Hans, post them for others to see, and then send it on. The idea was an instant hit with many signing up to host Hans and take a few pics. I was number 65 on the list and figured it would be a year before I had my chance. Well, Hans got hung up a few times and international shipping proved to be very slow. In fact, it got so slow that a second Hans was added and the list was capped at 200 participants. I was surprised that it took 2 years for Hans to show up but he came at a great time and joined the CCA on the Mt. St. Helens tour on September 15. The weather was spectacular as it often is in September and I was able to capture a few pictures of Hans during the drive. I set up a few other pictures of Hans for my week with the globe-trotting roundel and had a great time doing so, much to the amusement of my wife. We took Hans up to the Vista House for some pictures at sunset and encountered a great show of the sun setting through the smoky haze of some fires which seem to be more and more common each late summer.

I've sent Hans on to his next destination, Port Hadlock, Washington, where I hope the next person has as much fun with Hans as I did. Hans probably has another year of travels before he retires. I, for one, will continue to look forward to his progress and the entertaining pictures r3vlimited members post each week.



Mt. St. Helens in the distance



Smokey view from Vista House in the Columbia Gorge



# PREPARE TO BE WOWED.



Longer, sleeker and more refined than ever – the sixth-generation BMW 3-Series leaves everything else in the dust. Join us for an exclusive test drive at BMW Portland

Come see the new 3 in the newly expanded downtown showroom at BMW Portland. There's a BMW with your name on it.

**BMW Portland**  
2001 SW Jefferson St.  
Portland, OR 97201

888-208-8089  
[www.BMWPortland.com](http://www.BMWPortland.com)



The Ultimate  
Driving Machine®





**BMW CCA Oregon Chapter**  
 P.O. Box 5757  
 Portland OR 97228-5757



**We're on the Web:**  
[www.bmworegoncca.com](http://www.bmworegoncca.com)

BMW CCA Oregon Chapter Newsletter



**BMW Car Club  
 of America**  
 Oregon Chapter



Official BMW Club

## Coming Events

<i>Date</i>	<i>Location</i>	<i>Description</i>
10/16	Szechuan Chef	Monthly meeting—2013 Event Planning
10/20	Willamette Valley	Covered Bridges Tour
10/24	Amalfi's	October Social Dinner
10/25	Chapel Pub	Vintage/2002 SIG
10/27	Dyno Day	Dynos at HorsepowerFreaks


To find our more or register to attend any of these events, go to [www.bmworegoncca.com/club-events](http://www.bmworegoncca.com/club-events) or [bmworegoncca.motorsportreg.com](http://bmworegoncca.motorsportreg.com)

## Volunteers Needed!

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

- Events Director
- Regional Event Coordinators in Southern and Central Oregon
- Marketing Director and Assistants
- Event Photographers


The BMW CCA Oregon Chapter is still young. Help shape the future of our club and make it better for all members. Contact a current board member or send an email to [communications@bmworegoncca.com](mailto:communications@bmworegoncca.com) to find out how you can contribute!



**Find us on Facebook**

You can find us on Facebook at:  
[bmworegoncca](https://www.facebook.com/bmworegoncca)

You can follow us on twitter at:  
[@BMWOregonCCA](https://twitter.com/BMWOregonCCA)



**FOLLOW US ON twitter**