



BMW CCA - Oregon Chapter Oregon and Southern Washington

Under the Hood

Upcoming Meeting Schedule!

Checkout our website
for details !

www.bmworegoncca.com

- October 12th:
General Meeting—We have a Speaker!! GENERAL Mtg.
Topic: **ELECTIONS!!!**
(See Page 2)
- November 9th: General Meeting—Come help us plan the toy drive!
- December 14th:
General Meeting

UPCOMING: The Toy Drive plans need to be made, come to our General Meetings to learn more! December will be full of wonderful fun—Let's get those toys, clothing, and school supplies out to deserving kids!!!

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Volume 1, Issue 1

October 2010

Welcome BMW CCA Oregon Chapter Members!!

Our first chapter newsletter is now ready for your enjoyment. Chapter officers and volunteers have worked very hard to bring together BMW enthusiasts in a new CCA Chapter.

The vision for our new chapter is to have a club that will serve the needs of all BMW enthusiasts in all of Oregon and SW Washington. To make that a reality, a group of volunteers have established the 67th chapter of the BMW Car Club of America: Oregon Chapter.

We have made significant progress to establish our new chapter, including a new website, Facebook and Twitter accounts, a full schedule of activities, including touring events, social events, and monthly meetings.

Our chapter is a professionally run organization, where you will receive financial reports at each

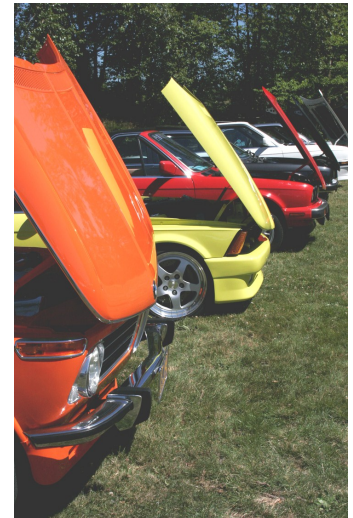
general meeting, where all members are invited to attend board meetings, and where BMW enthusiasts are able to attend Oregon chapter events from all corners of our great state.

Please consider joining us at an event. Check out our website and look for an e-mail or hard copy newsletter for the schedule of events that would interest you. Many fun and interesting events await you. If you enjoy socializing with fellow BMW enthusiasts, this is the best way to have fun.

Hope to see you at a BMW CCA Oregon Chapter event soon.

Brian Cone

**BMW CCA Oregon Chapter
Pro-tem President**

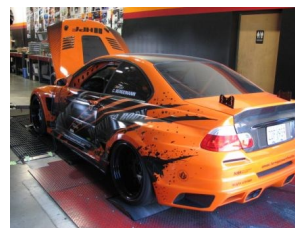


Inside or out of the car, BMW has attracted, a large audience, our club chapter alone sports over 650 members!

Northwest BMW Motorfest—A Spectacular Event and Turnout!!

By Trayson Harmon

Sunshine, prizes and tons of amazing BMW's—what more could an enthusiast ask for? We are pleased to say that the first Northwest BMW Motorfest was a great success. The event began with a meet up and tour of the Horsepower Freaks (HPF) facility. Chris at HPF walked us through his operation specializing in transforming E46 M3's

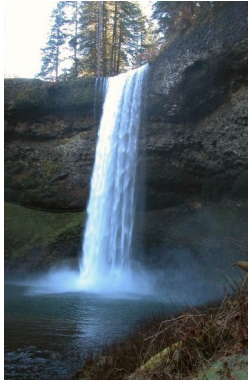


into turbocharged fire-breathing horsepower monsters that surprisingly retain great drivability. It was a fascinating presentation that was

capped off with a demonstration of their wild orange race car that is capable of producing 1,100 to 1,200 WHEEL horsepower. Even seeing the dyno pulls he did for us on the lowest boost setting was eye-popping to say the least. Some of us ponder if Santa would bring us a turbo for Christmas if we're really good this year...

After a great time of hanging out at HPF a group of around thirty...

continued on Page 6.



Silver Falls State Park, Oregon.

First Annual Picnic—Silver Falls State Park!

By *Chris Trappe*

I had never been to Silver Falls State Park, and really wasn't sure what to expect, but it was fun driving there, and the weather and scenery was spectacular that day!

There were about 30 people at the picnic and although we were hoping for more, it was a great day for a game of horseshoes, or to just sit in the won-

derful air and shoot the gossip. We talked about a lot of things, and ate incredible food from a host of chefs, including one who basically spent his entire time in front of the grill (THANK YOU Gary!) serving out DELICIOUS burgers, brats, and other goodies. Dave brought Pecan Pie, and we all made gluttons of ourselves. The kids enjoyed the fresh air, and dragged their respective parents around to see the falls

and play some catch.

Those of us who could make it thoroughly enjoyed ourselves, and the club will be making this a yearly event! ♦

For more on Silver Falls State Park—go to http://www.oregonstateparks.org/park_211.php



All lined up and ready for pictures!

Maryhill Loop Tour—A Stellar Day!

By *Trayson Harmon*

On Saturday August 21st, a group of BMW enthusiasts took their Ultimate Driving Machines on some ultimate driving roads here in the Pacific Northwest. After breakfast, the curvy roads of BZ Corner, Glenwood, Klickitat Canyon,

and Canyon Road then satisfied our "driving appetite". It was even our own version of an /// M-Car Day as every member of our group was driving an M3!

That evening we enjoyed the Art Festival at the Maryhill Museum. Afterwards, the group ventured off to enjoy dinner at various venues, and

an outdoor performance of Shakespeare at the Museum.



The next morning, the Stonehenge War Memorial created a beautiful backdrop to photograph our fine German machines. Moving to the Maryhill Loops Road, our band of M3's was joined by a Z4 and a Carrera 4s.



(Continued on page 8)

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Under The Hood designed and layout by Chris Trappe

NOTICE: Elections Are Coming Soon!!

Dear Chapter Members of Oregon BMW CCA:

Being a board member is an exciting opportunity that each of you should consider! It entails some time, yes... But the payback is incredible—especially to watch your club, yes YOUR club go in the directions you helped promote. Why not participate and throw your hat in the ring—by writing up a little paragraph about who you are, and what excites you about the club and submitting it TODAY!!

These positions don't require a degree, or

even talent or skills, but a sincere dedication to the growth and prosperity of our club. We are currently looking for candidates for the following positions:

President · Vice President · Secretary · Treasurer · Communications Chair

There are also several appointed positions: SIG Chair, Marketing/Sales Volunteers, and Members at Large.

To learn more about these positions, navigate your browser to: <http://bmworegoncca.com/about-oregon-chapter-bmwcca/board-membership/>

A Lifetime of Cars!

By Ken Robinson

I would like to share with you only a sample of some of the really fun cars I have owned starting with a 1936 Ford, three window coupe my Dad gave me when I was 16. Some custom work and two paint jobs later, I bought a 1946 Ford convertible, same treatment. Next came a '41 Buick Roadmaster Phaeton with a Carson top. Something smarter was in order, a '49 Olds 88 Club Coup. Then, a '49 Ford convertible built by Bud Parham, 331 cubic inch Chrysler motor with four Stromberg carbs and Cad three speed. Next a '55 Ford Crown Victoria, was it really lavender and white?

Getting serious, a '54 Jaguar XK 120 Coupe, black with green leather. This was followed by a '56 Jaguar XK 140 MC Cabriolet, orange and tan. Then I chose a '52 Humber



Super Snipe Mark III. This was a really big, slow, English sedan.



On to a '54 Cadillac convertible, black and tan (Cruise Broadway). Now a '39 American Bantam roadster (50 cubic inches, 22 horsepower). This vehicle was capable of holding a six pack on the folded down windshield.

In 1959, Ruth and I were married, the honeymoon car was a '56 Austin Healy 100 roadster, white with black interior. A big rainstorm kept us wet to Victoria, BC and back. Next a '56 Alfa Romeo TI four door. This was a fun car but high mileage and it wore out fast.

For a change of pace I next got a '58 BMW Isetta 300 coupe (one cylinder 22 HP). Next came a '51 Rover 75, four door, tightest, old car ever.

Then I purchased two woody wagons, '39 and '47 Pontiacs. My '57 Ford Fairlane 270 HP, two door hardtop never could beat the Chevys. Next came a '62 Pontiac Tempest coupe, four cylinder, four barrel carburetor, four speed.

Now time to buy my first new car, A 1969 BMW 2002 was \$3700, way over the budget so I got a 1969 Plymouth Road Runner, black with pewter interior, with four speed and no



radio for \$2933. In 1982 a new Mustang GT, 302 V8 and four speed. Two Morris Minors and VW microbus later I acquired a new 86 Corvette coupe, black and black. In 1992 a new Corvette Coupe, black with red leather interior. Next a 1992 GMC Syclone Turbo truck.

Finally I got my BMW cravings satisfied with a new '99 M3,

titanium and black. For the last nine years my BMW has been a 2001 M5. Do the math the M5 is 66% more fun than a M3. Hope you enjoyed my list covering 55 years of automobiles. ♦



Ken is a Portland resident, and a member of BMW CCA Oregon Chapter.

Product Review: Northwest Painless Dent Repair

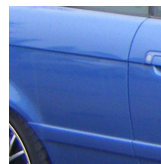
By Trayson Harmon

A few months ago, Jason from Northwest Painless Dent Repair came and spoke at one of our general meetings. He even raffled out a free dent fix. I thought to myself, "That's a cool service but I don't have a single dent or ding on my car, so I guess I don't even need a raffle ticket." Fast forward to last



weekend. My roommate was moving around some stuff in the garage and got his foot caught and put his shoulder into the rear quarter panel of my baby—my treasured blue M3 Convertible. I felt like someone had just inflicted a major injury on myself. To make matters worse, this happened less than one week before I was leading a club tour up to Windy Ridge, and it was also only three weeks out from the Northwest BMW Motofest.

As sickened as I was to see a nine inch diameter dent, I knew exactly who to contact but was counting my blessings that I had no cracks in my paint. Jason got back to me promptly and let me know that our club gets a significant discount from him but he was booked out a week. I explained my circumstance with the tour and somehow he was able to juggle his schedule



enough to fit me in the day before.

True to form, he completed the repair in less than an hour and I honestly can't tell that a dent was ever there. I know it's not "magic" what he does, but it sure felt like it. Jason at www.NorthwestPDR.com will always be the one I refer in situations like this. I never thought I'd need his services, but I'm sure glad he was there to help. ♦



Michael Olsen is a BMWCCA club member and drives the Spirit Halloween Superstores Pro-3 car #130 in local ICSCC competition racing!



Pro3? The New Nascar?

By Michael Olsen

What exactly do these things have in common: PRO3, NASCAR, Monster Trucks, an Air Force fly-over, and tacky t-shirts? Well, quite a bit it would seem, if you happened to have been at the Portland International Raceway July 18th! As the twelve faithful readers of this column will recall from a recent issue, the PRO3 contingent had the unique opportunity to take part in the NASCAR Bi-Mart 125 Salute to the Troops race weekend at Portland. This was one race of a 6-race series that is a bit of a feeder series for your more recognizable NASCAR races. PRO3 was given the chance to show our stuff to the organizer/promoter of the event as a support race for NASCAR. And of course, who were we to turn down such an invite?

There were four different series represented this weekend including the big-horsepower NASCAR-prepped stock cars as the main event, the GAS series (an arrive-and-drive program for drivers of 45 years of age or older), a group of 'classic' NASCARs (retro sponsorship designs) and PRO3. Of the cars in attendance, PRO3 far outnumbered any other with 37 total cars in attendance. That was the largest PRO3 grid in the history of the class and it made for quite a site in the paddock, at pre-grid, and on track. Lines of e30s stretching the full length of the hot pit lane became a common event as we queued up for our various on-track sessions.

The schedule was filled with practice sessions lasting 45 minutes each – something that I could really get used to! With that much time, you could go out on track, get the car

warmed up, come into hot pits and make a change, then go out again and test that change. There was still enough time to make yet more changes and test those. It was a very valuable track session and many of the racers took full advantage of that to improve our cars.

The Sunday race lineup was set by a 32-minute qualifying race Saturday afternoon. What I found different about the qualifying race is that sure, you can lay down a fast lap, but can you race a fast lap and hold posi-



tion? The qualifying race was about as exciting to watch as the actual race!

Andrew Newell of Team Strictly BMW grabbed the Pole Position in that race and translated it into a win on Sunday; congrats to Andrew! Leading a grid of 37 PRO3 cars is quite a site and four-wide through the chicane at turn 1 is even more impressive. The corner workers I spoke with after the event said you could hear the collective inhale from the crowd as our experienced grid all hurtled full-tilt into that first right-hander. For the remaining 40 minutes of the race, it was (mostly) clean, close racing action with only a few scattered standing yellow flags and no significant car-to-car incidents to report. Of the 37 cars that started, 31 finished. Michael Maros driving Wes Hill's car managed to find the tire wall in T12 late in the race, but

the driver is okay and the car will be repaired.

There was plenty of action to be found off track as well. Sunday morning, right after the practice session, all the drivers hiked over the Bi-Mart bridge to sit and sign autographs for waiting fans. As an added treat, a local retro car club provided us with "grid girls" holding umbrellas over the drivers as we signed the PRO3 Spotter's guide for folks as they made their way through the line. Think in terms of "Formula 1 meets BMW track day" and you start to get the idea.

To help promote PRO3, Conference Racing, and of course, the BMWCCA, our own chapter was joined by the newly-formed BMWCCA Oregon chapter to support our hospitality tent. The tables were staffed with club members and information about the clubs was freely handed out to interested parties all weekend. Between the club participation and PRO3 in general, the BMW marque was very well represented this weekend and introduced a new demographic to Northwest club racing in ICSCC.

And the end result of all this tomfoolery? The promoter wasted no time to approach Lance Richert and ask if we would be interested to return in 2011. We agreed, of course, provided the name is changed to reflect who was most popular. We're thinking it should be "The PRO3 Bi Mart 125" and then give some mention to NASCAR.

If anyone needs me, I'll be in my trailer practicing my autograph. ♦

Pro3 Racing— Hanging Out With The Team!

By **Bruce Feller**

I'm psyched to be writing this column because Pro3 Racing is the most exciting amateur racing in the U.S. Period. I know because I raced for three years and have been driving 3 series BMWs since the '78 320i. I love the idea of racing a car I drive on the street.

When I began in Pro3 in 2005, we had 12 to 15 race cars in the series. We used to call ourselves DCR – Dirt Cheap Racing. Our motto on our-T-shirts and banner said, "Friends between Checker and Green." That sums it up right there.

If you had a problem with your car, any one of the other Pro3 drivers were there to help you out, lend you parts or turn a wrench. But when the green went down, it was a competition. Racing in the Pro3 series was like racing with all your buddies. Like being at a BMW Driver Education Day at PIR where everyone bunches up in little groups and talks cars and has fun.

We raced hard, but also looked out for each other. No one wanted to exchange paint. Our group raced with five to seven other classes, from Camaro to Porsches. You had to watch out for those 'big ground

pounders" coming up behind you at triple digits as we only had about 164 stock hp to their 400+ hp.

Today, there are about 40 race cars in the series. In July, NAS-CAR came to Portland to race the Bi-Mart 125. Read the first article on the race by Mike Olsen, a Pro3 driver, in this newsletter. Don't miss his recounting of what it was like to be in the race.

The BMW CCA Oregon chapter was asked to join the Puget Sound Chapter and host the Pro3 tent. I was one of five volunteers to take shifts at the welcome table. Thanks to Trina Kubeck, Gary Feldman, Anthony Were and his girlfriend, and Brian Cone, we all had lots of fun talking to hundreds of NASCAR fans that soon became BMW fans as well.

Not only was it fun talking to the crowd, but it was just as much fun hanging out with the Pro3 Team. Trina told me, "it is so obvious how much these drivers enjoy hanging out with each other. That is what makes this group unique. They are very competitive with each other with their cars but when they're off track, it's like one big clubhouse."

Next year, the Pro3 group will

be back to support the NAS-CAR series with just as much enthusiasm and camaraderie. But, as Mike puts it in his article, they may want to rename the event to the Pro3 Bi-Mart 125 series. ♦

The Cars: BMW E30 325i 1987-1991

From the Pro3 Website:
<http://www.pro3-racing.com/>

PRO-3 Specifications at a Quick Glance

PRO-3 is a spec racing class for BMW E30s in the Pacific Northwest. It is the intent of the Pro-3 class to create a restrictive formula for BMW cars designed to emphasize driver ability rather than design and preparation of the car. The spirit of the formula will not allow any modifications that would increase the cost of competition, nor lend to an unfair performance advantage.

Body: 1987-1991 BMW E30 325i, 2-door or 4-door.

Engine: stock M20 6-cylinder except aftermarket chip allowed.

Tire: Toyo R888 or RA1.

Wheels: 14" or 15" diameter allowed.

Brakes: rotors and calipers stock, aftermarket pads allowed.

ABS: not allowed.

Suspension: Open except remote reservoir shocks not allowed.

Minimum weight with driver: 2,650 pounds.

Minimum ride height: 5 inches to rocker panel.



Bruce Feller drives a '95 M3 BMW and is a BMW CCA Oregon chapter member. He is also a Member at Large and a Board member for BMWCCA Oregon. Bruce was a Pro3 driver and now is an Instructor at PIR for various car clubs. You can contact Bruce at: brucefeller@gmail.com.



Northwest BMW Motorfest—A Spectacular Event and Turnout!!

Cont. from page 1

...cars departed for a tour through the Columbia River Gorge. Brian, the Oregon CCA President who led the tour was the only casualty as the transmission on his M5 chose the Motorfest as the ill-fated time for it to fail. There was beautiful weather and great scenery to enjoy and lots of comments that the food at Charburger Country did not disappoint.

The tour participants arrived at Blitz Ladd and filed into the VIP parking. Having streets closed off to display an array of amazing BMW's was surely a sight to



see. There were plenty of smiles and thousands of pictures taken as participants had great opportunity to check out

each of the cars and vote on their favorites. The band kept things lively and Blitz Ladd made sure that our thirst was



quenched and our bellies stayed full.

Did I mention prizes? Yes, there were three tables full thousands of dollars of prizes that any BMW enthusiast could get excited about. Participants did a great job of dipping into their wallets to buy a great number of raffle tickets, allowing us to raise much needed support for the Fish Emergency Services. After the raffle win-

ners were drawn (and it took a WHILE to draw names for the amount of prizes we had to give away), three beautiful

plaques were given out to Best Classic, Best Modern, and Best in Show. For those that were able to participate, a huge thanks for coming out and making this event a success. For those that we not able to

make it, look forward to 2011 where we will do our best to make it bigger and better. Congratulations for putting on such a well done event to the Oregon Chapter of the BMW CCA, especially since we have only been in existence for only nine months!



Trayson is a Washington Resident and an Enthusiastic Member of BMW CCA Oregon Chapter as well as our Chapter's Treasurer.



NW BMW Motorfest

A Celebration of BMW Cars!!



A Very Special Thank You from BMW CCA Oregon Chapter to our Participating Vendors:

Horsepower Freaks	Mequiers	Bavarian Autosports
Blitz Ladd Restaurant	Pro Tek	Safe Drives
Pacific Motorworks	Bilstein	Pelican Parts
Boyd Motorwerks	Griots Garage	Anh Le, LLC
Musciar Northwest	Rasmussen Auto Dlr.	Skips Wheel Werks



...And Tireless Volunteers!!

Thank you to Anthony Werre (BMW CCA of OR Board Member, and Event Manager) whose original idea blossomed into this spectacular event. Thank you to Anthony Werre and Ligia Teny (Volunteer) who worked incredibly hard and directed this large scale effort, Members of the Board, and all other volunteers who donated countless hours of time, energy and effort to this cause, and because of that extensive effort **and** the generosity of the attendees, we have been able to donate approximately \$800 dollars, and a 55gal. barrel FULL of canned food to the Fish Emergency Services who will use it to assist families all over the northwest. Fish (Neighbor Helping Neighbor) has been around for 41 years, and is often the last resort for people in need who have nowhere else to go. To learn more about this incredible service, navigate to <http://www.fishemergencyservice.org/about.html>. You can be proud that the money and products you provided will go to help many needy and hungry families!!!

Northwest **BMW** Motorfest

Great Fun!



Great Music!



Great Cars!



**Great Food!
Great Scenery!**



Big Smiles!!



**Join us again in 2011
for an even BIGGER
and BETTER Event!!**

To view the full Gallery for the Motorfest Pictures, navigate to: <http://bmworegoncca.com/club-gallery>



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BMW CCA of Oregon Chapter Newsletter

**BMW Car Club
 of America**
 Oregon Chapter



Official BMW Club

(Continued from page 2)
 Amazing is the only word to describe having the Loops Road all to ourselves for the day. The private, closed road gained over 500 feet of elevation with 25 turns snaking its way up the hillside. It was an odd but exhilarating feeling to put away my trusted radar detector and mount of the video camera to document our day. With the cars staggered out and the entire road at our disposal, our European sports cars danced up the curves. It was an incredible feeling of satisfaction to watch driver after driver arrive at the

top of the hill with an ear to ear smile. This was sheer automotive bliss!

It is a rare experience when all the drivers in our group had so much opportunity to take in the twisties, that we had ample time for relaxing conversations, a leisurely lunch and even an early escape home for many. There was no question it's the most fun we've ever had on four wheels, but now I think our secret's out! If I'm behind the wheel of my BMW, it's safe to say that the Maryhill Loops Road has replaced Disneyland as the "Happiest Place on Earth". ♦

Bird Watching!! Spotted: A 1980 BMC Mini 1000 MIII

By Chris Trappe

Walking out of work the other day, I noticed this little bird parked next to my very well loved BMW E60—5 Series. I was tickled to run into the owner, and ask her point blank if she drove it to work everyday... YES she said—"It's very very comfortable." She and her husband purchased it a few years ago, renovated the



engine a little, and she's been using it as a commute car ever since. It helps having a good repair shop, and she mentioned hers, but I was still ga-gaing the car itself... not having seen one in a very very long time, especially with original upholstery!

British Leyland manufactured the Mark III model between 1969 and 1983. The main features that identified it from prior Mini models were the seatbelts, and reclining seats. Pricing in 1980 was around \$1500. From what the owner was telling me, the little bird has quite some "zip!". ♦



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ads@bmwccaoregon.com if you're interested in receiving a marketing package, which will not only include advertising rates, but other ways in which you can interact with our Club of enthusiastic owners.