



Under the Hood

BMW CCA - Oregon Chapter
Oregon and SW Washington

Upcoming Meetings & Events

Checkout our website for details!

www.bmworegoncca.com

- March 10–New 3 Series Unveiling
- March 20–General Meeting
- April 17–General Meeting
- April 21–ADEC Museum Tour
- May 5–Evergreen Museum Tour
- May 15–General Meeting
- May 19–Unknown West Hills Tour

Contents

Welcome	1
The New 3 Series	1
New Member at Large	2
Tech Talk	3
The Club Challenge	4
New Members	4
3 Series History	6
Calendar	8
Burgers, Twisties and A Proposal	9

Volume III, Issue I

Spring 2012

Welcome to our 3rd year!

Hello BMW CCA Oregon Chapter Members, this is going to be great year!

During our first two years as a CCA chapter, many board members and volunteers had helped our fledgling chapter stand up on our feet and take off running. Along with this hard work, we have new board members and volunteers that will take us to the next level. How did this happen?

New Board Members and Volunteers

We have 3 new members who have joined your chapter board during the last year.

David Hows: Communications Director responsible for the website, newsletter, email and social media

Siavash "Sash" Kazeminejad: Member at Large

Tom Freedman: Member at Large

All of our new board members have already contributed to the success of our chapter. They really enjoy supporting our chapter by improving our planning of events and helping to offer more activities and experiences for our members to enjoy. As a chapter member, you can also experience the satisfaction and enjoyment of contributing to your chapter's success by volunteering for a board member or appointed position. We have over 700 paid members in our chapter, and they have joined us because of their love of BMW's and because they want to feel part of a group who enjoy their passion.

You can make a difference in our member's lives by volunteering.

Sponsors and Supporters

Our chapter board members have really worked hard to find businesses to support you as a member of the Oregon Chapter.

(Continued on page 2)

The New 3-Series: A Private Showing

If you have seen the photos of the new 3 Series (internal code name F30), then you may be thinking the same thing I am thinking- "I wonder if it looks better in person?"

Ever since the Chris Bangle designs were introduced, I have found myself asking the same question quite often when I see new body styles for BMW. I've decided not to pre-judge the new designs until I physical-

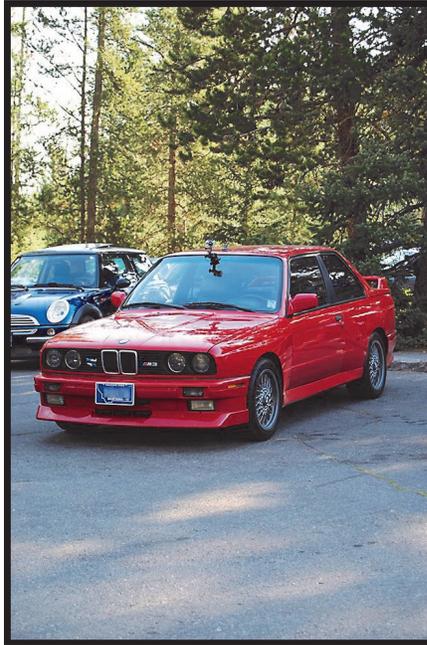
ly get to be up close to one. But when it is time to pass judgment, I use two prevailing criteria: what it looks like in person and how well it performs. I am of the mindset that if it is a screamer in performance but may not look as cool as previous generations, then I'm fine with that. I prefer function over form. Of course if it looked like a VW Gremlin or Thing, then I wouldn't step foot in one.

(Continued on page 10)

New Member at Large: Sash

As a new board member of the Oregon Chapter of the BMW CCA, I would like to introduce myself and say that it is a pleasure to be a part of such an enthusiastic chapter with so much to offer.

I moved to Oregon in June of 2011 from Montana for new career opportunities and to be a part of more BMW related activities. Shortly after my move, I began to seek out the Oregon chapter of the BMW CCA and discovered a long list of exciting events. Not long after that, I found myself at Cars in the Park and at the annual Motorfest event. Needless to say, I was immediately hooked and I knew my move to Oregon was the right choice. I was so impressed with everyone's enthusiasm and love for BMW's, and the variety of BMW models that can be found in the Northwest. When I found out that our chapter was looking for more



board members, I immediately contacted the club and went to my first board meeting. The rest was history after that!

Growing up as a kid, our family owned a 1982 BMW 320i. I remember how much my father loved that BMW and all the family outings and trips we made. I would always accompany my father in the garage when it came time for routine maintenance, or the occasional engine replacement. It was such an easy car to work on and was how I gained a lot of my automotive knowledge.

As a teenager and young adult, I restored a couple of old air-cooled VW's, but I always had BMW's in the back of mind. When the opportunity arose, I sold my VW's and bought a 1973 2002 from the second owner. It was Sahara Beige with a sunroof and the dealer installed A/C. I drove it for about a day and blew the head gasket. The gentleman that I bought it from warned me that it was over-

(Continued on page 5)

CLUB WEBSITE:

www.bmworegoncca.com

BOARD OF DIRECTORS:

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 Bruce Feller, Vice President—603-780-4237
 Anh Le, Secretary—603-307-6322
 Trayson Harmon, Treasurer—603-383-1607
 David Hows, Communications Director—360-608-1967
 Tom Freedman, Member-at-Large—603-449-1033
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 Open, SIG Coordinator
 Open, Events Director

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Submittals & AD Rate Requests: Email: communications@bmworegoncca.com

Under The Hood design and layout by David Hows

3rd Year (cont.)

This work has recently paid off.

Sponsors:

Our chapter has recently landed our first advertisers. Sponsors and advertisers are an important component of a successful chapter. They enhance the enjoyment of owning a BMW by providing your chapter with additional resources to stage events that will interest you.

Supporters:

Several of our board members are developing a list of supporting businesses that will enhance your ability to enjoy your BMW with discounts on parts and/or services. Through your membership in the BMW CCA, you will benefit from the relationship the

chapter has with businesses.

What this means for you

You will enjoy your membership in the BMW CCA more than ever! With all of the benefits and activities associated with your chapter, I believe that you will attend more events, have more fun, and recommend your BMW friends to join your chapter. Please look for our communications and attend events that interest you. You will enjoy the experience! A great year is in our future!

Brian Cone
 BMW CCA Oregon Chapter
 President

Tech Talk—Preventative Maintenance— Part 1

Editor's Note: Welcome to a new column focused on common technical concerns for many BMW owners. In this issue, Jeremy Williams from Matrix Integrated Inc. shares his expertise and advice for members.

Matrix Integrated is a long-standing supporter of our club sponsoring events such as Motorfest and is our first email advertiser.

Preventative maintenance for your BMW; akin to a well-used gym membership

You may have heard your service/repair facility mention the words "Preventative maintenance" and wonder why you should spend money on your vehicle before something actually breaks. Well, more often than not, preventative maintenance actually costs less than fixing a broken component. This is especially true when it comes to components involved with your engine. Most late-model BMW's have components incorporated with other components and systems incorporated into other systems. When one component (or system) fails prematurely, it can often affect or damage other components (or systems). Let's look at some common late-model BMW components/systems that we constantly see needing attention at our facility.

CV boots

Many items on your BMW are made of rubber or have components comprised of rubber. With age and through the changing seasons (warm weather to cold, and back to warm), the rubber will start to crack and will eventually rupture. This is common with your outer CV (constant velocity) boots on the front axles of AWD models. Over time, the rubber boots will start to

crack (in between the accordion-style ridges) and will then split open and begin to fling grease onto the inside of your wheel and wheel well. A new boot kit costs much less than a destroyed CV joint and is less disastrous compared to a wheel locking up due to a seized joint.

Guibo

The driveline flex joint coupler, commonly known as the guibo, is a vibration damper that sits in between the sections of the driveline. It is another component that is comprised of rubber and will eventually crack and split. When it cracks heavily, it can cause vibrations through the drivetrain.

Bushings & Ball Joints

Late-model BMW's have suspension control arms (links), most of which are made of aluminum and have rubber bushings as well as ball joints which are covered by rubber boots. Just as the CV boots are susceptible to age and changes in weather, so too are the bushings on the control arms, and the ball joint boots to a smaller degree. Typically the lower arm bushings tear most often. Clunking noises from the arm will continue to increase over time and vehicle handling will continue to decrease. Clunks can also be felt when traveling over bumps or when first applying the brakes. If not dealt with, these can eventually lead to excessive tire wear, loss of car control, etc.

Tie rod ends

Similar to control arms, the tie rod ends, located on the end of the power steering rack, have ball joints surrounded by rubber boots which tend to tear and split over time. Typically the boot will start to tear around the joint and then as time

goes on, there will be more play in the joint, leading to the joint failing altogether. Grinding/creaking noises from the tie rod ends will continue to increase over time and vehicle steering inputs will continue to decline. Faulty tie rod ends can lead to misalignment and eventually to the ball joint falling out and the loss of steering and car control.

Tires

Tires literally keep your vehicle in touch with the road. Furthermore, tires are the only component on your BMW that actually stop your vehicle (brakes merely help slow you down). So, needless to say, good tire condition is critical to your safety and to the safety of other vehicles around you. Tires are produced with wear bars that help educate you when your tread depth has reached minimum thickness. Driving on tires that are below the wear bars can cause hydroplaning, a flat tire, and possible tire blow-outs. Be on the lookout for irregular tread wear patterns as well. These can indicate other issues such as misalignment due to faulty tie rod ends or other worn suspension components. One of the most overlooked aspects of tires is air pressure. Low tire pressure can cause the vehicle to pull to one side or another as well as increase tire wear. As well, the Department of Energy estimates that the average vehicle owner can improve fuel economy by 3.3% by keeping tires properly inflated. So, keep your tires in good condition and they will keep you and your vehicle on the road.

Next Time

Look for this column in the next issue of "Under the Hood" when Jeremy moves to brakes and the engine bay. Until then, feel free to review more technical information at www.matrixintegrated.cc/technical.php or ask questions at contact@matrixintegrated.cc

Introducing the Club Challenge

The Oregon Chapter announced a new incentive program at the Anniversary Dinner on Saturday, January 14 designed to encourage and reward participation for members and associate members of our club. Members will earn points for attending general meetings, participating in driving events and car corrals, etc. There are many ways to earn points which will be tracked throughout the year and posted on a leaderboard on our website from February through September. Winners will be announced at the anniversary dinner in January 2013 and awarded a plaque and a cash prize.

Eligibility

All members and associate members in good standing during the current calendar year are eligible with the exception of the voting board (president, vice president, secretary, treasurer, and communications director). Members and associate members joining in the current cal-

endar year will compete in the Rookie class and points will be calculated based on length of membership.

Prizes

- Places 1 - 3 for most points earned (\$100/75/50)
 - Rookie places 1 - 3 for most rookie points earned (\$75/50/25)
 - More categories may be added at the discretion of the board
- Winners receive a plaque in addition to the monetary prize and become members of the extended (non-voting) board for the calendar year.

Special thanks to the Tejas Chapter who has been running a similar program for 14 years and were very helpful in offering advice and sharing their database to assist us in creating this program for the Oregon Chapter.

See the table at the right for the point structure.

Activity	Points
Original Photo published on the site or newsletter	10 pts (40 pts maximum per subject or article)
Return a Survey	20 pts
Attend a meeting or event	30 pts
Original article published in the newsletter (less than 500 words)	50 pts
Volunteer at an event	50 pts
Organize an event	100 pts
Recruit a new member	100 pts
Original article published in the newsletter (more than 500 words)	100 pts
Volunteer for a board position (non-voting board)	240 pts
Recruitment of a commercial ad for the newsletter/ website/ email	Points equal to 25% of ad cost

New Members

Please welcome these members to our club!

Joel Bafus	Dominic Cicero	Sarah Coleman
Monica DeLuca	Peter DeLuca	Adam Duerfeldt
Emily Duerfeldt	John Erskine	Joel Feder
Chris Finnie	Ralph Gaskill	Matthew Gilman
Robert Gross	Eric Hall	Alex Hows
Judy Jensen	Collin Jones	Benjamin Linn
David Lumbr	Justin Machus	Toby McClain
Scott Mills	Catherine Myers	Scott Peterson
Daniel Polk	Ellice Reed	Ronald Reynoso Hernandez
Luigi Serio	Dani Setiawan	Carl Shock
George Swint	Doug Wilmes	Marc Zemp

Sash (cont.)

heating, but I was not worried since it was going to be a restoration someday. Well, that restoration project came sooner than later, except for the fact that I started it over 10 years ago! I completed some parts of it but had to stop shortly after getting started so that I could focus my attention on college, which was how I ended up in Montana.

While in Montana, I continued to keep in touch with my BMW roots. I joined the BMW CCA and found a few BMW nuts in my town that shared common interests and the appreciation for the BMW brand. The only problem though was that BMW owners were few and far between. I needed something more to keep my BMW interests going, an itch of sorts...an itch to have another BMW!

My 2002 was sitting in my parent's garage in California but I needed something that I could actually drive. So I began my search for an E30 M3. The E30 M3 was a dream car of mine since I was young. From the moment I laid eyes on one, I knew that I had to have one. I spent several months looking for the right one and I ended up purchasing a 1988 M3 with 70,000 miles on the odometer from a gentleman in Santa Cruz, California. After some correspondence back and forth, we came to an agreement and the car was mine. I picked up the car shortly after that and drove it back to Montana, where I spent many summers driving the back roads with other BMW fans and even helping with some BMW CCA tours that came to Montana. I am just happy my M3 has lasted several years so far, compared to the one day that I

was able to drive my 2002. I will hopefully have my M3 in Oregon this summer so that I can drive it to all of our events!

Now that my BMW void has been somewhat filled (after all, can you really have enough BMW's?), I am looking forward to my new life in Oregon and with our great chapter. I am grateful for being a board member and hope to meet all of our members soon at all of the events that we have been planning. This year is certainly going to be a fun one!

Siavash 'Sash' Kazeminejad
Member at Large

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 of our Club Gear; if you don't see something you would like - ask! Watch for Event Gear, coming soon!!

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Click "Club Gear" on www.bmworegoncca.com



The 3-Series History

There have been five generations (up until now) of the 3 Series, and their respective chassis codes:

- **BMW E21 – (1975–1983) 3 Series**
- **BMW E30 – (1984–1991) 3 Series**
- **BMW E36 – (1992–2000) 3 Series**
- **BMW E46 – (1999–2005) 3 Series**
- **BMW E90 – (2005/EUR, 2006/US -) 3 Series saloon**
- **BMW E91 – (2005/EUR, 2006/US -) 3 Series Touring (Sports Wagon)**
- **BMW E92 – (2007–current) 3 Series Coupé**
- **BMW E93 – (2007–current) 3 Series Convertible**

Portions of the following history comes from Edmunds.com



E21 1977-83

320i 2.0 liter engine 110 hp; later a 1.8 w/100 hp

Initially fitted with a 4 speed and later a 5 speed overdrive transmission

US models were subjected to DOT safety regulations resulting in larger bumpers and side marker lights.

The redesigned engine and US exhaust emissions resulted in less horsepower compared to European versions.

E30 1984-91

318i – (\$18,210) 1.8 liter 4 cylinder engine 101 hp

325e – The 2.7 liter 6 cylinder developed 121 hp with a high compression ratio along with a low redline and economy-minded gearing providing a mildly entertaining driver with decent economy

87 325i, 325is, 325ic–2.5 liter 6 cylinder engine with 168 hp.

"The new 325is is the first genuinely sporting BMW to reach our shores since the 2002tii went out of production in 1975," wrote *Car and Driver*



Courtesy of Daniel Sloan



Courtesy of LuckyHenriksen

E30 1988 M3 – Hard-core BMW enthusiasts will fondly recall the year 1988, as this was the first year the original E30 M3 was sold in the United States.

The M3 employed a 2.3-liter four-cylinder capped with a twin-cam four-valve head that was essentially one of the big six four-valve heads with two fewer cylinders



Courtesy of ciprianmihai

E36 1992-98

325i 2.5 liter engine put out 189 hp. The wedge-shaped body of the E36 kept it from looking much larger than the bolt-upright E30, and its sleek detailing both improved aerodynamics and reduced wind noise with a stiffer structure and a perfect 50/50 front-to-rear weight distribution.

The M3 was introduced in the US in 1995 to rave reviews firmly establishing BMW's long standing dominance of the sport coupe. The M3's (\$37,950) 3.0-liter had 240 hp and 225 lb-ft of torque at its disposal, which it deployed in an amazingly refined, yet generous fashion.



Courtesy of The Car Spy

E46 1999-2005

328i's 2.8-liter power plant made 193 hp at 5,500 rpm and 206 lb-ft of torque at just 3,500 rpm, while the 2.5-liter produced 170 hp and 181 lb-ft of torque in the still confusingly named 323i.

In 2001 BMW once again called the 3 Series with the 2.5-liter engines 325s, and those with the 3.0-liter engine became 330s. In addition, the company reintroduced all-wheel drive as an option on sedans and wagons to create the 325xi and 330xi. To the chagrin of hard-core BMW enthusiasts, steering effort was also lightened. For 2002, BMW updated the E46's appearance with a revised front fascia and new taillights.



Courtesy of Johnboy1973

E46 M3 2001 (\$45,400) 333 hp, 262 lb-ft of torque

It was amazing what variable valve timing, individual throttle bodies for each cylinder, an 8,000-rpm redline and an exhaust system BMW calls "one of the freest-flowing ever installed in a production car" could produce. The M3 ripped from zero to 60 in 5 seconds flat. Devouring the quarter-mile required just 13.5 seconds at 105 mph.

(Continued on page 10)

2012 Calendar of Events

(Refer to the website for the most up to date information: bmworegoncca.com/club-events)

<i>Date</i>	<i>Event</i>	<i>Event Type</i>
March 10	New 3 Series Unveiling at BMW Portland	Private Showing
April 21	ADEC Museum Tour	1 day tour
May 5	Evergreen Museum Tour	1 day tour
May 19	The Unknown West Hills Tour	1 day tour
June 9	Manzanita Taco Run	1 day tour
June 15-17	Rose Cup Races	3 day Car Corral
June 23	Sequim Tour	1 day tour
July 6-8	Portland Historic Races	3 day Car Corral
July 20-23	Eastern Washington Tour (new date)	2 1/2 day tour
August 11-12	Maryhill Loops Tour (new date)	2 day tour
August 25	NW Motorfest	1 day event
Sept 15	Mt. St. Helens Tour	1 day tour
Sept 29	Wine Tour	1 day tour
October 5-7	Leavenworth Oktoberfest Tour	2 1/2 day tour
October 20	Covered Bridges Tour	1 day tour

Here are some other CCA chapter's & partner organization's events you may be interested in:

<i>Date</i>	<i>Event</i>	<i>Event Type</i>
April 26	Hooked on Driving—High Performance Driving Event (HPDE)	Track event @ PIR
May 7	Hooked on Driving—HPDE	Track event @ ORP
May 29	Hooked on Driving—HPDE	Track event @ PIR
June 11	Hooked on Driving—HPDE	Track event @ ORP
June 24	Puget Sound E30 Picnic, Tacoma, WA	1 day event
July 29	Puget Sound Concours-Renton, WA	1 day event
August 6	Hooked on Driving—HPDE	Track event @ ORP
August 19	Puget Sound M Car Day - Tacoma, WA	1 day event
August 20	Hooked on Driving—HPDE	Track event @ ORP
August 24-26	NASCAR & Pro3 Races at PIR	
Sept 14-16	Oregon Festival of Cars—Bend, OR	3 day event
Sept 25	Hooked on Driving—HPDE	Track event @ PIR
October 22	Hooked on Driving—HPDE	Track event @ ORP

PIR—Portland International Raceway; ORP—Oregon Raceway Park

Burgers, Twisties and A Proposal

Nearly a year ago, I proposed to my wife. I wanted to do something special and memorable that fit my style. What better way than to take a road trip in the trusty M3? We started by pushing through the state of Oregon on I-5, finally getting off the boring freeway to take the Redwood Highway from Grants Pass to Crescent City. It was here that I chose to pop the question. We went to the Crescent Beach overlook in the Redwood State park and despite wind and sideways rain, I dropped to one knee and asked for her hand in marriage.



We continued on through the Redwood State and National Parks, stopping for the night in Fortuna, California. The majestic redwoods and Highway 101 that wended through them provided an amazing backdrop and a few fun roads to warm up the M3 on.

The next morning we announced our big news to the world, and tried to keep up for the next hour as our Facebook accounts overflowed with congratulations and excitement. We escaped to the M3, eagerly awaiting the roads that lay ahead. We started by taking in more redwoods along the Avenue of the Giants, and then jumped onto one of my favorite stretches of road anywhere. If you have never driven Highway 1 from Leggett to Fort Bragg, put it on your



bucket list now.

The “warning” sign that said twisty roads ahead next 22 miles made me feel like I was at Disneyland, and after enjoying that driving bliss, you emerge from the forest to some of the most breathtaking views of the rugged coast of the Pacific Ocean from a road perched high above. After a fantastic lunch at a brew pub in the beach town of Fort Bragg, we turned around and enjoyed all those amazing roads in reverse.

Our third day sent us on our journey home. We chose to go East on the legendary Highway 36 that spans over a hundred miles of countless curves between Fortuna and Red Bluff. This stretch of road had a little bit of everything, from tight twisties to long sweepers to rollers that made your stomach tingle as the bottom dropped out from under the car. We were also able to put the studless winter tires to the

test as we blazed the trail over the snow covered mountain pass! After a weekend filling amount of curves, our gas gauge was low and our appetites were high. And what better way to say goodbye to the great state of California than with a stop for an In-N-Out Burger!



What an amazing weekend it was—proposing to the perfect woman, driving those outstanding roads in a fantastic car, and even a legendary burger to cap it off.

Trayson Harmon
Treasurer

The New 3-Series *(cont.)*

After all, we are talking about a BMW here! There hasn't been one made that I would throw off my driveway.

If you have read the new issue of Roundel magazine you may have read the article written by Satch Carlson about his demo ride of the new 3 in the mountains of eastern Spain on their way to the Circuit de Catalunya, home of the Spanish Grand Prix. Satch drove the new 3 with the 4 cylinder turbo charged engine and writes, "Yes, my choice would be the 335i; but I find myself shocked to declare that the new 328i is probably all the car that most people - even BMW enthusiasts could really want."

He concludes the article saying, "There isn't a driver alive who can't have fun in this car. Like the 2002 that started the concept of a sports sedan, the 328i is a ridiculously capable track machine - at least with the sport options - and practical enough to declare itself a perfect all-around enthusiast family car."

This is the type of review that could make me love the car even if it looks like a family car.

So the time has come once again for all us BMW-phile's to make our way to the dealer and check out the new 3. The time and place is at BMW Portland (Downtown Portland at 2001 SW Jefferson) on Saturday,

March 10th from 10 AM to Noon. They will unveil the new 3 series as a private showing to the members and friends of the BMW Oregon CCA. Please invite your family and friends to join our gathering of BMW enthusiasts. The General Manager JP not only will be providing breakfast, but also will be offering demo rides in the new 3.

So put on your driving gloves and meet us at BMW Portland on March 10th.

Bruce Feller
Vice President

3-Series History *(cont.)*

E90 2006-11

2006 the 328i 2.8 liter made 215 hp, the 330i had 255 hp. The first 3 Series to be designed by controversial BMW stylist Chris Bangle
2007 E92 coupe and the E93 convertible, the latter being BMW's first vehicle ever with a retractable hardtop
BMW's excellent twin-turbocharged inline-6 was added to the 3 Series lineup. Models equipped with this silky-smooth and nearly lag-free power plant enjoyed performance rivaling that of the old E46 M3. Thanks to 300 hp and 300 lb-ft of torque, the 0-60 sprint required only about 5 seconds.

2008 E92 M3 (\$53,800)

414 hp and 295 lb-ft of torque from its high-revving 4.0-liter V8, the E90 M3 warped to 60 mph in 4.3 seconds and dispatched the quarter-mile in 12.7 seconds at 112 mph

F30 2012

2.8 liter, 4 cylinder 240hp turbo engine,
Available with either a 6 speed manual or 8 speed Steptronic (\$34,900 base price, \$45,860 sport package with many options)
Slightly longer, wider and taller than the E90 the 328i sedan gets an impressive 36 mpg on the highway and 0-60 in 5.7 seconds. It will be interesting to see how the new electric steering is received.



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 private showing! Test drives are available.

Saturday, March 10

10:00am – 12:00pm

at BMW Portland

Refreshments served

Come see the new 3 in the newly expanded showroom at BMW Portland. While you're here, meet our expert BMW Technicians and save an extra 12% on parts and service, just for Club members.

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 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 as 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 Oktoberfest and the Monterey Festivals 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 learn about all the activities your club has lined up for you.

Just log in to www.bmwcca.org and select *Manage Account* then *My Profile* to add or update your email address!

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
- Regional Event Coordinators in southern and eastern Oregon
- Marketing Director and assistants
- Special Interest Group coordinator
- 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!



You can find us on Facebook at:
 BMW-CCA-Oregon-Chapter

You can follow us on twitter at:
 @BMWOregonCCA

