



Under the Hood

A Publication of the BMW CCA Oregon Chapter

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COVER PHOTO: Members who joined this year's Covered Bridges Tour got up close and personal with the new BMW 4-Series at the showroom in BMW of Salem. Photo by Cory Piazzese.

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Under the Hood design and layout by Carlos Santayana

President's Message

Bruce Feller, President

It is dark and cold out there and I just want to park my Bimmer in the garage so it doesn't get cold and dirty. This time of year brings out the crazy traffic trying to avoid the threat of a half inch of snow in Portland. As the weather turns cold you might expect the club to begin a hibernation of some sort. No more driving tours, less meetings, fewer options on driving events, and no late night dinner gatherings. Well, no. In fact, it seems to be just the opposite.

Some of us chose indoor racing. Yup, have you ever tried kart racing? You know, go-karts. Well, about 22 club members came together at Sykart in Tigard to try our skills at kart racing. We all signed up for five races spread out over the next five months. Some had never even been in a kart before, yet there we were racing wheel to wheel, tightly turning the corners two and three wide. Who will back off or spin out? How can I pick up another tenth of a second and increase my qualifying position for the next race? This is the type of racing and driving we would never do in our BMWs. This is a great winter club sport.

Meetings dying off? Well, no. This is the best time to have a meeting at Sidedraught City for lessons in polishing and waxing with Griot's

Garage products. A great way to prepare for the weather this winter. We had about 30 members show up for this event in October.

How about a retreat? One recent Sunday morning while most of our members were enjoying a day off reading the paper and drinking their Sunday morning java, our Board of Directors were meeting for a full day of club business. Dissecting

the last year and deciding how to proceed in the new one. There is more to running an organization like ours than meets the eye, and these devoted board members have set out to make this club better and better each year. I think we accomplished a lot in 2013 and we hope to make 2014 fun and interesting.

And now we look forward to the next late night dinner with our 4th Anniversary Party on January 25th at the Hotel Vintage Plaza, with dinner provided by Pazzo Ristorante. This evening event will have great food and music, distinguished guest speaker John Draneas, and some fantastic raffle items.

Watch our website and read our email blasts. Find an event to whet your whistle and give the club a chance to enhance your driving experience, improve your car care skills, or even just provide a nice night out on the town.

... Racing wheel to wheel, tightly turning the corners two and three wide. Who will back off or spin out? How can I pick up another tenth of a second?

Bruce (center, in black shirt) after the 2013 Covered Bridges Tour, at BMW of Salem



Cory Piazzese

BMW Car Club of America
Oregon Chapter



Recap: Sidedraught City

Drew Lagravinese, Secretary

On October 15th, Sidedraught City hosted 17 members of the BMW Oregon CCA for our monthly General Meeting. This is the second time we have met at Sidedraught City, located at 1001 SE Main St., Portland.

The visit back in November 2012 was dedicated to external car care, focusing on how to maintain the paint. This time around, the visit focused on window glass care, specifically the front windshield. The techniques used could be applied to any glass surface of your car.



Neil D'Autremont demonstrates with a Griot's random orbital polisher

The event was hosted by owner Neil D'Autremont, who also demonstrated the use of the various Griot's Garage products. Neil explained how important it is to keep your windows clean, especially during the winter, when we do more driving in the dark. Neil selected a member's car to work on, and showed us how much grit, grime, and water spots accumulate on a window (specially the windshield) from normal driving.

The first step in the cleaning process is to actually clean the window, to get the majority of the dirt off of it. This is done by using a spray-on window cleaner and a microfiber towel. The second step is to clay the window, using special clay dampened with Speed Shine, a cleaner/lubricant. The clay removes a lot of the imbedded contaminants on the window and helps to get a smooth surface. For windows that are not completely cleaned by the claying process, Neil showed us how to polish a window, using a random orbital polisher and glass polish. Once these steps were completed, you could really feel the difference between dirty glass and clean glass by rubbing your hand, encased in a plastic bag, over the surface.

The last step of the process is to seal the window, using a special product made especially for automotive glass. The product provides a hydrophobic surface that repels water and makes it easier for your windshield wipers to perform more efficiently. When the whole process was done, the windshield was sparkling clean and water beaded up on it like a freshly waxed car.

After the demonstration, Neil provided members with sample bottles of the products he used and also gave members a discount on any products they bought. Always the gracious host, Neil and Sidedraught City provided pizza and soda for the members.

The BMW Oregon CCA would like to thank Neil and Sidedraught City for their hospitality and also for providing our members with the knowledge and products to maintain a clean and beautiful car.



The Anniversary Party

Bruce Feller, President

What is the importance of an anniversary? More commonplace to celebrate accomplishments or milestones, but sometimes to observe or remember a solemn event.

We celebrate the anniversary of starting our own chapter of the BMW CCA. The end of January 2014 will mark four wonderful years since our Chapter's founder Brian Cone successfully lobbied to establish the Oregon Chapter of the BMW Car Club of America.

We started with ten self-appointed volunteers who became pro-tem officers to get the Chapter on its way. With guidance and from BMW CCA National, the volunteers embarked on creating a foundation for the club. They created a website, scheduled meetings, arranged activities and driving tours, and then held official elections to create the Board of Directors.

In the past four years, the Board has worked hard to create a club we can be proud of. We are pleased with the increase in member participation at our signature events like the Northwest BMW Motorfest, the BMW CCA Car Corral at the Historic Races, and the Anniversary Banquet.

Once again, it is time to celebrate the Chapter's hard work and success. A time to show support for the legacy of BMW enthusiasts we are creating. The banquet is great opportunity to meet other members and meet your Board members. This is your club and we really want to make this a great experience for all. Come laugh and dine with your fellow enthusiasts. Come celebrate our anniversary.

Please visit our website and register today.
www.bmworegoncca.com

Recap: 2013 Covered Bridges Tour

Alan Rich

On October 5th, BMW Oregon CCA sponsored their annual Covered Bridges Tour of the central Willamette Valley. With organizational help from the Chapter's Vintage Special Interest Group (SIG), 48 people with 36 cars gathered in Salem for the annual tour. Our host for the event was Caleb Moore at BMW of Salem and he graciously provided plenty of coffee, juice, and breakfast pastries to wake up those that were still a little sleepy.

The week leading up to the tour was cold, wet, and miserable, but the weather gods smiled on us and parted the clouds on Saturday morning. We were greeted with a perfect autumn day of warm weather and clear skies. The 36 cars, which included several members from Central Oregon, consisted of an eclectic mix of Z-cars, M-cars, vintage,



Cory Plazese

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The weather gods smiled on us and parted the clouds on Saturday morning.



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and modern automobiles with a common respect of the BMW marque and the love of driving. Vintage SIG members Gary Burke and Ralph Harding designed and pre-drove the route, and each led a group of 18 cars. The route took us through 90 miles of beautiful scenery on back roads to five covered bridges - Greens Bridge, Gilkey Bridge, Larwood Bridge, Shimanek Bridge, and Hannah Bridge. We stopped at each bridge to socialize, take pictures, and meet new faces.

Overall, the tour was great! Following the drive, BMW of Salem hosted a very nice lunch for us and also provided several quality items for the raffle including jackets, shirts, and gift certificates. Gary and Ralph put together a great route, the weather was fantastic, and a good time was had by all. Most of us don't need an excuse to drive our BMWs, but if you do, plan to be there next year.

Recap: Collision Rebuilders

Dan Hones, Member At Large

Monthly Chapter General Meetings are a great chance to hang out with old friends, make new ones, look at some killer cars, maybe eat a little food, and find out about new club partners in the area to help us keep our rides in tip-top shape.

November's General Meeting was no exception and was held on November 19th at Collision Rebuilders in Northwest Portland. Collision Rebuilders is a full service auto body repair facility, and as their website describes, "Collision Rebuilders has been providing guaranteed quality collision repairs in the Portland, Oregon area since 1943. In addition to Portland Auto Body Repair, Collision Rebuilders provides the following services: glass replacement, dent removal, frame repair, detailing and polishing, refinishing and free quotes on all major makes and models."

General Manager Mike Hepner, a 35-year veteran in the industry, hosted the meeting in the middle of his super-clean repair facility, surrounded by a wide variety of works in progress like BMWs, Volkswagens, Porsches, and even a Ferrari. The shop was spotless, organized, and fully equipped to perform pretty much any repair to your car's body, frame, or finish.

As the group enjoyed great pizza provided by Eat Pizza (on NW 20th and Morrison) and sipped a few tasty beverages, Mike discussed the company's belief in first-rate quality repair, protection of the beauty and investment value of the cars, and the comprehensive capabilities of Collision Rebuilders. From environmentally friendly paints and oven baked finishes at 140 to 160 degrees, frame adjustments, highly experienced technicians, and certifications from Porsche, Mike and his team have the skills and gear on hand to get any car back on the road in better-than-new condition. These guys use factory paints and parts, and spare no attention to detail.

Their detailing services and glass repair can keep your BMW looking its best without the need for you to get it there on the back of a tow truck.

I told Mike I hope never to need his company's services to fix my car, but if I did, I now know where to take it. But Collision Rebuilders is not for just for fixing a caved-in fender or rumpled hood. Their detailing services and glass repair can keep your BMW looking its best without the need for you to get it there on the back of a tow truck. You can reach Mike at 503-226-6311, or at www.collisionrebuilders.net. Collision Rebuilders, another club partner found at our Chapter's monthly General Meeting.

More of the Covered Bridges Tour

Photos by
Cory Piazzese

Clockwise from upper left: Shimanek Bridge; Members stop for a walk; Hannah Bridge; 36 BMWs came out for the tour



Kart Racing Series Leaderboards

David Hows and Carlos Santayana

BMW Oregon CCA Kart Racing Series is a five-month series of races taking place at Sykart Indoor Racing Center in Tigard. The racing is divided into two classes; GT1 has a minimum weight of 175lbs and GT2 has a minimum weight of 200lbs. Weights are added to even out karts and drivers. Racing includes three 10-minute runs each night consisting of qualifying, heat, and final races. 10-12 cars are on the course at one time.

Race 1 took place on November 5th and Race 2 on December 3rd. Food and beverages were provided by corporate sponsor Anh Le LLC. As GT1 and GT2 Classes took turns on the track, drivers munched away on chips, apples, cookies, pizza, and fries, happily gaining extra weight in between their races.

Races 3, 4, and 5 will be on January 7th, February 4th, and March 4th respectively. Awards will follow Race 5 at Sykart.

Go to www.bmworegoncca.com/contests/kart-racing-series/gt1-results and www.bmworegoncca.com/contests/kart-racing-series/gt2-results for the latest scores!

No need to smile when you're wearing a helmet!
(L-R: Cory Piazzese, Jon Garcia, Alex Casey, and Carlos Santayana)



Getting their game faces on before the green flag
(Top to Bottom: Cory Piazzese, Kurt Williams, Michelle Hows)

GT1 Results

Position	Driver	Race 1	FLB*	Race 2	FLB	Total
1	Scott Huck	25	2	25	2	54
2	Jason Caffery	22		20		42
3	Alex Casey	18		18		36
4	Thomas Ellsworth	12		22		34
5	Bruce Feller	20		12		32
5	Carlos Santayana	16		16		32
6	Michael Kardas	14		14		28
7	Michelle Hows	10		10		20
8	Claude Laviano	0		8		8
8	Kurt Williams	8		0		8

GT2 Results

Position	Driver	Race 1	FLB*	Race 2	FLB	Total
1	Jesse Burkett	25		25	2	52
2	Mike Christopherson	20		22		42
2	Scott Gallagher	22	2	18		42
3	Jon Garcia	16		20		36
4	David Hows	14		12		26
4	Shane Verhaaren	12		14		26
5	Gary Medley	18		0		18
6	Dan Hones	0		16		16
6	Reginald Lee	6		10		16
7	Erik Dunkle	10		0		10
8	Ray Fletcher	8		0		8

* - FLB: fastest lap bonus, worth an additional 2 points

Recap: Vintage SIG End of the Year Get Together

Bill Upton, Vintage SIG Coordinator

On December 5th the Vintage SIG and some board members got together for the Vintage SIG End of The Year Get Together. Guests included President Bruce Feller, Vice President Anh Le, Editor Carlos Santayana, and Events Coordinator Brian Cone. We were also happy to see Buck Bailey and Elizabeth Upton come out and join us. We all gathered for dinner at the Raccoon Lodge in Raleigh Hills. Some of us rummaged through the downstairs bar before realizing our get together was upstairs. Who would have thought they had an upstairs?

Once everyone was settled in, we all ordered something to drink to start things off. By the time they brought our drinks, everyone was in the middle of telling stories or listening to one, and no one was really ready to order. Everyone was enjoying their cool beverage to go along with the cold weather except Ralph (Harding). They must have forgotten his drink but after asking two or three times he finally got his. Our server came back again and wanted to take our order and several folks said they'd been too busy to decide. The waiter wasn't going to take no for an answer this time and said he'd wait. We all managed to get something ordered and quickly returned to talking about cars and telling stories. It was a great way to pass the time until the food started to arrive. Things got a little quieter now that everyone was too busy eating. That is everyone except poor Ralph, seems like they forgot him – again! We started to wonder what kind of exotic meal he ordered that would take so long. Ralph said all he ordered was a cheeseburger and fries. We all concluded that it must have been some kind of special cheese to take so long. Finally the last meal arrived and soon the car talk and storytelling resumed.

Bruce Feller spoke about how the club had wanted a Special Interest Group but hadn't made it happen. Then in walked a couple of guys to one of their board meetings and said they wanted to see a 2002 SIG. Those guys were Alan Rich and I. At that point, being retired and having some spare time, I worked to push the idea along with Alan's support, and that's how the Vintage SIG began. The club presented me



Carlos Santayana

with a custom print BMW t-shirt, actually two shirts, one to wear before Christmas dinner... and a much larger one for after dinner.

Everyone had a great time and we enjoyed each other's company, making this event another success for the SIG!

Approaching the Speed of Light

A Woman's Point of View Barbara Feller

It was one weekend, some time in the year 1985 where rubber meets the road, all levels and all speeds and all types of people. Yes, women included. We arrived at the PIR track and entered the big white tent. We picked up a packet with our names on it; pencil included. What? A test?!? As I approached the table with the diagrams in front of me, I wondered, "what did I get myself into?"

We all had to learn the ins and outs, the speed vs. ratios, the curves, the lines, and most of all the eye and hand and foot coordination. Yikes! Is this test pass-or-fail? Will I not get the chance, a once in a lifetime chance, to drive that new BMW?

We broke for lunch and some small talk between the guys. Me, I just smiled and hoped that I would get through this ordeal with a happy face.

Maybe I should have set my sights higher. Hey! I was there and willing to learn how to test drive the new 325i on the track with a real life race car driver.

I met the man and after I wiped my hands on my pants, I shook hands and we both buckled up. Did I mention that I was the driver and he was the instructor?

As I reflect back on that day, I remember one most important thing: I could have driven faster than I allowed myself. I really should have listened to my instructor. He knew best, right? After all, I was driving the Ultimate Driving Machine.

I really should have listened to my instructor. He knew best, right?

Whenever you guys or ladies decide to take a driving lesson with an instructor or a school, remember to listen to the instructions and not your head.

We did have other driving courses to do to learn how the car reacts under different circumstances. Braking in wet weather was one that I remember well. After the guys sprayed

Continued on the next page

The Winter 2013 issue of *Under The Hood* is the first issue to be distributed electronically by default. Just like the controversial change from conventional to run-flat tires, or dipsticks to oil level sensors, I know that a few of our members will be put off by this switch from paper to pixel.

The first BMW I remember driving was an E34 5-series. It wasn't mine, but I got the owner's permission to drive it one afternoon. As a teenage boy, my head was immediately filled with fantasies of girls going wild as soon as they saw me driving (let's face it) a German family car. Despite this folly, I savored every bit of the experience as I drove around. I remember everything from the solid thud of the door to the orange dot matrix display screen at the bottom of the instrument cluster. At the time, lesser cars in my hometown had no such technology. There was a slim chance you would get a car with a digital clock, much less an outside temperature sensor. This was Manila in the mid-80s, and you were lucky to get a tachometer in your Nissan or Toyota!

I could go on about the BMW's leather-wrapped (not textured plastic) steering wheel, the firm switchgear, the seat bolsters that kept me in place as I turned a corner, the low NVH (noise, vibration, harshness... a technical term in the automotive world!) level, the subtle but intimidating growl of the inline 6, even the reassuring feel of the seatbelt on my left shoulder... yes, 3-point seatbelts were only just

appearing as standard equipment in domestic market Sentras and Corollas.

The sum of all these parts was not greater than the total experience. I felt that the E34 I drove around that day was sleek and sexy, solid as a block of granite... yet lissome and ready to do as I commanded. I still feel the same way about every BMW I've driven since that fateful day.

I felt that it was sleek and sexy, solid as a block of granite... yet lissome and ready to do as I commanded.

Sure, there are some niggling details in each model BMW that its owners complain about. They fill the bulletin boards and online forums with their gripes, worst-case scenarios, conspiracy theories, retorts, semantic arguments when retorts fail, and a wide variety of verbal assaults as the conversations devolve into shallow internet arguments.

The hallowed 2002 was lambasted for its substandard radio. The E36 was deemed insufficient because it didn't have cup holders. The E65 was disparagingly called "Bangle Butt" by people who never would have considered owning a 7-series anyway. But when we climb into that driver's seat, shut the door, fasten the seatbelt, start the engine, and step on the skinny pedal, the nitpicking seems to fade away along with the rest of the cars we easily pass and leave far behind. A BMW gives you that satisfying road feel, that performance, that handling response, that style, and... admit it... that slight air of superiority you feel over your fellow motorist. A BMW makes you forgive and forget the one-speaker radio with lousy reception, the lack of a receptacle to keep coffee in place, the large bustled rear end, the stiffer sidewalls, or the absence of anything in the engine compartment that will let you pretend you're a sommelier of fine engine lubricants.

Yes, each complaint is important, but a BMW, as a whole vehicle, simply gives you more. It transcends whatever was bothering you. The moment you drive it, everything comes together. Such is the case with this club Chapter and the way its newsletter is distributed. Some may lament the move to electronic distribution, but when you take the club as a whole, you'll realize that the newsletter is only one of the many things that come together to give you an experience that is superior to what you get from other car clubs. The monthly meetings at various venues with various speakers, the

Continued on page 8

Approaching... (cont. from previous page)

the course, our instructor told us to drive up to a certain speed and then brake. Needless to say, I was slow in that test again.

I am saving the best for last. My instructor and his friend (who was the other instructor) had it in for each other in a nice, macho kind of way, so the challenge was on. Bruce sat in front, I sat in the back and the tires were on fire as we sped out on the straightaway, into the chicane, through the back curves and into the back straightaway. Now, this is where my memory is real sharp: our instructor was literally two inches or less behind his friend going at breakneck speeds until we came to the last curves (Bruce knows the number... turn 10, I think). I must have shut my eyes or I had a brain detachment, he passed his friend and we finished first!

After Bruce helped me out of the back seat, I looked at him and saw his Cheshire grin and I knew at that moment exactly what he was thinking. HA! That was better than a Magic Mountain Roller Coaster Ride.

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Welcome New Members!

Cory Piazzese, Membership Chair

(as of 11/30/2013)

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Jesse R Burkett	Alexei Holstein	Justin Lindsay
Jordan Casey	Judy L Jensen	Thai H Pham
Mike Cristopherson	Kamel Kanso	Eduard Shtogrin
Ted Darnell	Michael Kardas	Daniel R Sides
Dale Dasker	Tedge R Kerns	Pyanin Sin
Jacques de Villiers	Gayle Kirtpatrick	Eric J Skemp
Howard Gill	Steve J Kletzel	Randy Wright
Shawn M Glad	Gary Kramer	Victoria Wriglesworth

A Small Note

Barbara Feller

Pazzo Ristorante is authentically Italian. Head Chef John Eisenhart has more than a few good food stories to tell. One short one involves a car: while John was a high school student in Sonoma, California he wanted an after-school job in order to buy a '65 Mustang convertible. Now I know that some of us, just like John, also wanted a '65 Mustang convertible. I did, and I can empathize with the guy. The good news is that he got the 'Stang which makes him a cool car guy in our eyes. As the story goes on, he found his calling after putting in the hours as a dishwasher and while enrolled in culinary school.

We can all be beneficiaries of his hard work and talent. Please make your reservations for a mouthwatering dinner with some of your friends and fellow BMW members soon. Cocktail hour is at 6:00pm with dinner to follow.

Also available is a special room rate to stay at the Hotel Vintage Plaza. Did I mention that dogs are allowed? Hotel Vintage Plaza is one of the finest pet-friendly hotels in Portland.

See you there!

Editor's Corner (cont. from p. 7)

well-organized driving tours, the club merchandise, the discounts offered by sponsors and partners, the social events, and... admit it... the added sense of pride and belonging you feel whenever you associate yourself as a proud member of this professionally run Chapter that is the BMW Oregon CCA.

Perhaps run-flat tires, oil level sensors, dual-clutch automatics, turbocharged M4s, intelligent batteries, auto-start/stop, and (dare I say it?) electronic newsletters aren't so hard to get

If you prefer delivery of the newsletter by printed copy

(i.e., delivered via U.S. Postal Service) you should do the following:

1. Log into www.bmwcca.org using your user name and password. If you have never logged into the National CCA site, you will find instructions in the Login page.
2. Click on **Manage Account** located at the top menu.
3. Click on the **Email Preferences & Demographics** section on the left navbar.
4. Under **Receive Chapter Newsletter via**, you may change your preference to **U.S. Mail (print copy)**.
5. Lastly, click the **Update** button at the bottom of the screen.

That's it! Five easy steps to change your delivery method back to print copy.

Commercial Advertising

Under the Hood is a quarterly publication with a distribution of over 700 members of the BMW CCA Oregon Chapter.

Commercial advertisers are responsible for supplying their own ad copy in digital form. For further details: clubeditor@bmworegoncca.com.

Rates are as follows:

Inside Front Color	\$ 410
Inside Back Cover	310
Page 1 (full page only)	350
Full Page	310
2/3 Page	250
Half Page	190
Quarter Page	115
Business Card Size	75

Contact the editor for information on multi-issue discounts, Web or Email advertising: clubeditor@bmworegoncca.com.

Classified Ads

Classified Advertising is a service provided free of charge to BMW CCA Oregon Chapter members.

Submitted ads will run for one issue. Ads must be submitted before the 1st of March, June, September, and December to be included in the Spring, Summer, Fall, and Winter issues respectively.

Items for sale must be the personal property of the member, and not connected with any commercial enterprise. See above for Commercial Advertising rates.

The staff of *Under the Hood* reserves the right to edit all classified ads, is not responsible for any errors, and does not guarantee compliance with the regulations of the Federal Trade Commission.

To place an ad, please contact the Editor: clubeditor@bmworegoncca.com.

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BMW CCA Oregon Chapter Newsletter

Club Calendar January-March 2014

<i>Date</i>	<i>Event</i>	<i>Event Type</i>
January 7	Kart Race #3 at Sykart Indoor Racing Center	Race
January 11	Event Planning Meeting at Golden Valley Brewing	Meeting
January 25	Anniversary Banquet at Hotel Vintage Plaza	Social
February 4	Kart Race #4 at Sykart Indoor Racing Center	Race
February 5	February Board Meeting at Macadam's Bar & Grill	Meeting
February 14	Storm Large Valentines Concert at Arlene Schnitzer Concert Hall	Social
February 18	General Meeting	Meeting
March 4	Kart Race #5 and Awards at Sykart Indoor Racing Center	Race
March 5	March Board Meeting at Macadam's Bar & Grill	Meeting
March 15	Tango Caliente Dancers at Arlene Schnitzer Concert Hall	Social
March 18	General Meeting	Meeting
March 20	SIG Meeting at Buffalo Gap	Meeting



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