



Under the Hood

**BMW CCA Oregon Chapter
Oregon and SW Washington**

Upcoming Meetings & Events

Check out our website for details!

www.bmworegoncca.com

- June 9–Curves to Coast
- June 15-17–Rose Cup Races
- June 23–Sequim Garage Tour
- July 6-8–Portland Historic Races
- July 20-23–Eastern Washington Tour
- July 22–Club Picnic
- August 11-12–Maryhill Loops Tour
- August 25–NW BMW Motorfest

Contents

Summer Events	1
A Journey of Inspiration	1
Made in Vauxhall	2
NewMembers	2
Tech Talk	3
PIR PRO3 Race Report	4
Event Calendar	8
Why I Drive a BMW	9

Volume III, Issue 2

Summer 2012

Join Us for Exciting and Fun Events This Summer

Hello BMW CCA Oregon Chapter Members,

Your chapter officers and volunteers have set up many great events that you will enjoy. Our mission is to provide opportunities for you to enjoy your BMW and have a feeling of camaraderie with your fellow BMW enthusiasts. We are a social group and our members enjoy meeting and making new friends with people who share our enthusiasm for BMWs.

You can enjoy a wide variety of events, such as social dinners, monthly meetings, track events, scenic tours, and car shows. Plus, your chapter has connections with other chapters and car clubs that have great events that we can enjoy. Take a look at our schedule in your newsletter, and check the chapter website for updates.

What types of events are interesting to you? Social events, tours where you drive with a group of BMWs, track events where you can drive your car with an instructor on a race track? Tech sessions at a local shop so that you can learn how to maintain, modify and custom-

ize, and repair your favorite car? Enjoy the company of fellow owners of cars like yours in a Special Interest Group (SIG)? View a private car collection? Attend a meeting to hear an interesting speaker? Display your car in a car show or concours event? Join a forum to discuss fine points of BMW ownership? All of them are available to you through your BMW CCA Oregon Chapter.

Take advantage of the events available to you from your Chapter. You will have lasting memories of unique and special events. All you need to do is sign up. I'm looking forward to seeing you this summer. If you attend an event for the first time, let a chapter officer or volunteer know and they will help to introduce you to other members.

It's time to have fun!

Brian Cone
President
BMW CCA Oregon Chapter

A Journey of Inspiration *by Sash Kazeminejad*

It just so happens that I love inspiration and when I meet someone that inspires me, they give me motivation and remind me that anything in life is possible. Even more inspiring for me are the Einsteins of this world – the creative geniuses that are responsible for all of the products and technologies that we use today. We were all so fortunate to meet Ken Austin, a true Einstein in today's world who, along with his wife Joan, happens to be the creative genius behind the Austin Dental Equipment Company (A-Dec) located in Newberg, Oregon. Being that all of you are diligent readers of *Un-*

der the Hood, you may recall from my last article that I am very new to Oregon. I had no idea that incredible companies such as A-Dec existed in our backyard. In all honesty, I had no idea what to expect from our tour of Austin's private collection.

Our group met up at the Murrayhill shopping center in Beaverton for a meet and greet under some chilly, overcast skies. It was a quite satisfying to see BMWs of all types slowly trickle in and make our presence in the community known. One BMW in particular caught my atten-

(Continued on page 6)

Made in Vauxhall *by Carlos Santayana*

It was the late sixties, and the Counter-culture, hippie, free love *zeitgeist* permeated every urban city exposed to Western influence. Manila, Philippines was one such place.

Music from the Beatles, the Rolling Stones, Jimi Hendrix, and the Doors was blaring through car radios in all corners of Manila. Every guy with enough means would drive his car through cross-town traffic on streets with names like Roosevelt Avenue, McKinley Road, and Dewey Boulevard to pick up his girlfriend and go out on a date. My father was one of those guys.

Rene Santayana was an upper-middle class guy in his early 20s, replete with greasy kid stuff in the thick mop of hair he had back then. He was looking for a car he could buy with his own hard-earned money. Luckily, Rene's father was friends with a doctor who was selling a sky blue 1965 Vauxhall Victor Estate (i.e., station wagon). At a price Rene could afford.

Vauxhall Iron Works was founded in London in 1857. In 1903, they produced their first automobile, essentially a horseless carriage with a tiny 6-horsepower engine tucked underneath. A string of successes in motorsport racing and reliability trials attracted General Motors, which bought Vauxhall in 1925. As part of the war effort, Vauxhall made tanks for the British Army in World War II. They mass-produced passenger cars in the reconstruction period following the war. Were it not for the fact that GM owned the company, the '65 Victor and other Vauxhall cars would have never made it to Philippine shores.

Rene took his Vauxhall everywhere he could. It didn't matter if the chassis was bent out of alignment in an accident that the good doctor failed to mention. The Vauxhall drove in a slightly diagonal direction, but Rene easily remedied this by adjusting his posterior to compensate for the car's misalignment. The entire vehicle shuddered when it reached a certain speed, and was downright dangerous on mountain switchbacks, but

that was okay. The modest 4-cylinder engine and relatively flat front face prevented the Vauxhall from achieving any significant speed, and it was not designed for curvy roads in high altitudes anyway.

The instrument cluster was an exercise in post-war simplicity. In less kind words, it was rudimentary. Aside from the speedometer, a big red "idiot light" warned of anything from a discharged battery to an overheated engine to a half-opened door. Rene had to figure out whatever it was that caused the red indicator to suddenly light up.

Manila is a tropical place, just a few hundred miles north of the equator. Daytime high temperatures are normally above 85 degrees Fahrenheit almost all year round. Luckily, Rene's Vauxhall was equipped with air conditioning. Unfortunately, the air conditioner was hopelessly inoperable... it's Freon having leaked away long ago. He didn't let this cramp his style, though. Whenever he'd spot girls close by, he'd roll up the windows to

(Continued on page 10)

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Under The Hood design and layout by David Hows

New Members

Andre Baran	Jeff Bonnington	Brad Braman	Tuan Bui
Kathleen Chadwell	Brad Chambers	Scott Clark	Robert Clarke
Matt Clippinger	Carl Contreras	Christian Correa	Manuel Cruz
David Dougher	Susan Dubickas	Scott Gallagher	Jon Garcia
Michelle Hansberry	Nora Hernandez	Jeff Hoofard	Kevin Johnson
Randall Koch	Alise Lamoreaux	Jason Lett	Robert Linnell
Dan Lurvey	Paul Maddux	Keith Martin	Armando Montalban
David Myers	Ron Myers	Colleen Niland	Kevin Noonan
Dan O'Dell	Patrick O'Rourke	Jim Papageorge	Jeff Plowman
Mircea Rosu	Jim Row	James Rutherford	Rhonda Schafer
Steven Schafer	Anand Shah	Dennis Shaw	Nathaniel Silvers
Scott Taylor	Ron Ten Berge	Dean Warren	Jay Williams
Blair Winter	Raymond Zimmerman		

Tech Talk—Preventative Maintenance— Part 2

Editor's Note: Jeremy Williams of Matrix Integrated continues his article on the things to watch for and the things to focus on to keep your BMW in top condition.

Brake rotors/pads

Your brake rotors and pads are friction items which means they will automatically wear down over time. Most BMW front and rear brake pads have wear sensors which are separate from the pad. When this sensor is cut by the rotor due to the pad thickness wearing down, a brake pad warning light will appear in your instrument cluster, alerting you that the pads need to be replaced. If you continue to drive on your pads beyond their thickness, you will notice grinding noises from the brakes. Your rotors have a minimum thickness specification and once this thickness is reached, new rotors are needed, or else you'll experience brake fade. New rotors might be needed before this specification is met if cracking has occurred (due to overheating), heat discolorations are present, and/or there is excessive rotor runout/warpage.

Brake Fluid

Brake fluid is hygroscopic which means it absorbs water and it will absorb that moisture from the water present in the atmosphere. Old brake fluid or fluid contaminated by water can lead to a mushy brake pedal, poor stopping distances, and corrosion in your brake system components. It's estimated that 3% water content in brake fluid drops the boiling point by as much as 170 degrees! Brake fluid should be inspected for the amount of moisture it contains as well as its color. If your brake fluid is dingy brown, then you should have the brake fluid flushed and replaced with new fluid. Bottom line, regardless of color, your brake fluid should be changed at least every two years, more often if you are driving spiritedly or racing.

Engine coolant/antifreeze

The most common formulation of antifreeze uses ethylene glycol as a base with anti-corrosion additives mixed in.

The ethylene glycol part of the formula provides crucial anti-freezing characteristics and the additives deliver the anti-rust and anti-corrosion capabilities. When properly mixed 50/50, antifreeze and water provide excellent anti-freeze, anti-boil and anti-corrosive properties. The water is actually the main media which transfers the heat away from engine components.

Ensuring that your coolant is not dingy or dirty brown, or fishy smelling, will keep your cooling system operating at peak performance. Even though the coolant freeze protection may test OK with a hydrometer, the additives break down over time. Generally, standard ethylene glycol type antifreeze should be changed at least every four years. '04+ models have supposed "lifetime" coolant, however it is the exact same coolant that's used in '04 vehicles, so it too should be changed every four years. When changing coolant, it also presents an opportune time to replace faulty cooling system hoses. Leaking, brittle, spongy, cracked, or rotted hoses should be replaced before new antifreeze is installed.

Valve cover gaskets, cyclone separator system

Over time, the cyclone separator components (part of the crankcase breather/PCV system) can clog and the buildup of excessive crankcase pressure can cause the valve cover gaskets to leak. The cyclone separator system components can also break and leak, causing a check engine light for a lean running condition (i.e. too much air vs. fuel). Noticing the first signs of seepage around the valve cover gaskets can help save some labor costs for other repairs.

If the valve cover gaskets leaks persist for long enough, it is possible that the excess oil leakage can ruin other hoses and even lead to a vehicle fire from oil leaking onto the catalytic converters in the exhaust pipes.

Vacuum lines

Vacuum lines/hoses are comprised of, you guessed it, rubber. And as we've mentioned previously, the rubber

breaks down over time and ruptures.

Broken vacuum lines typically cause the vehicle to run too lean, throwing a check engine light in the instrument cluster. However, a broken vacuum line on a forced induction engine can also cause your BMW to run too rich if the engine ECU is trying to overcompensate for the leak. This can cause an excess of wasted fuel and decreased fuel economy.

If you have had your engine ECU codes scanned and are trying to locate a broken vacuum line, here's a helpful hint; if the vehicle is throwing a "too lean" code, look for a broken vacuum line(s) after the throttle body but before the valves in the cylinder head. If the vehicle is throwing a "too rich" code, search for a broken vacuum line(s) after the MAF (mass air flow) sensor but before the throttle body. Broken vacuum lines are a common occurrence on higher mileage BMWs, but a relatively simple and low cost fix.

Regular Inspections

Simple inspections by your service facility during oil changes can catch issues before they get out of hand. To help maintain your vehicle further, here are a few quick ways to check your BMW yourself;

- When you fill up, check the oil condition and level and top off if needed.
- Take note of any drips under your vehicle.
- Make sure your tires are inflated to proper specs.
- Listen for any strange noises when starting the vehicle and/or driving.
- Visit your repair facility when any abnormal lights pop up in the instrument cluster.
- Perform regular maintenance on schedule and in a timely manner.

All in all, by taking a proactive approach and monitoring the health of your vehicle you can significantly decrease vehicle expenses.

For more technical information, please visit us at www.matrixintegrated.cc/technical.php

PIR PRO3 Race Report *by Caelin Gabriel*

Editor's Note: Keep an eye on our website for regular PRO3 race updates by Caelin.

This is a post-race report from the first ICSCC race of the season. The race was held at the Portland International Raceway. Races are run in Groups that may have more than one Class of car in each Group. The racecars within each Class are competing with each other but must deal with the traffic from racecars in the other Classes that are simultaneously on the track.

We were testing a new suspension setup this year. Due to rain on Friday's T&T (test and tune), we really didn't get the time we needed to get it dialed in. If the suspension was not tuned properly we would not be very competitive in the race. The practice

so severe that we made the decision to do something that all racers are told to never do – make a major change just before a race! So, we put the old suspension setup on the car. This was very risky because we didn't have another practice session to see if it would work. No matter: testing was over and it was time go racing!

I started 17th on the grid. As usual, the faster cars in Group-1 did NOT maintain a consistent speed after the pace car left the course. So, before the green flag is even thrown we are at full throttle coming off turn 12 in an attempt to simply stay up with the cars in front of us. We are all tearing down the straightaway hoping that the starter throws the flag so that we don't have to hit the brakes to avoid the cars in front of us. Bang the green

I do, so I go to the outside of the corner just before turn-in. Being on the outside of a turn is not a great place to be when there are three cars to your inside, any one of which can lose grip and force the others cars off the track. I try to hold onto the track but the tires are cold and not holding. I start to slide off track – the left side wheels slide onto the grass – still sliding – now all four wheels are off the track but the car holds and I can ease back on track without spinning or hitting anyone. OK, this is great – we made it through the first corner of the race without an incident and we didn't lose any ground!

I am side by side with Dan all the way through the corner. Immediately T5 is coming; Dan and I are still side by side and are just fractions of an inch from each other – door handle to door handle. This continues all the way through T7 where I manage to get a little better grip accelerating off the corner. I am now storming down the back straight with Dan's front bumper firmly shoved up under my rear bumper.

I am now in fourth place, with Dan G, Rick E, and Ryan H about 50 feet ahead. They look like a swarm of angry hornets as they enter the T10-T11-T12 complex, which has a fast entry speed into T10, followed by an immediate hard turn through T11. Dan G does a tank-slapper into T11 and is out of control. I am closing fast and lift the throttle slightly in preparation to make an emergency avoidance maneuver. Will his car come back into my path and take me out? No, his car goes careening off track into the grass and the tire wall! Now I am in third with Rick and Ryan just ahead.

T12 is a right-hander that leads onto



Caelin (#60) in hot pursuit of the #166 car last July at PIR

Photo by David Hows

session and qualifying session would be the only other chance we would have to get the tuning dialed in.

Since we only race in Group-1 this year, we only had a single practice and a single qualifying session on Saturday to tune the suspension. Basically the car had some wicked understeer that needed to be corrected. We tried several shock adjustments and even changed the rake of the car – all to no avail. The understeer was

is out and I have a good head of steam up allowing me to pass a few drivers that didn't keep their foot in it.

The first turn from the straight is called T4 and we are closing on it at about 120 mph. There is a massive gaggle of cars out in front of me; four to five cars wide – all braking hard in an attempt to make the first corner while hoping to avoid contact with each other. Dan R brakes sooner than

the front straight. It is very important to nail this corner. Don't enter too fast as this is a "slow in fast out" corner and then get to gas quickly to maximize speed down the straightaway. If you mess this up, you *are* going to get passed by the time you reach T4 at the end of the straight. Rick and Ryan are battling each other, in front of me, so they are a bit slow off the corner. I get a good launch and am closing in on the leaders.

We are approaching 130 mph before hitting the brakes hard for T4. We must wait until the last microsecond before hitting the brakes – wait – wait – NOW – hit the brake pedal hard and fast – now modulate the pedal to avoid lockup – trail braking into the corner and back to the gas to charge T5. T5 is a slight lift off the throttle with a brush of the brake to get the car to turn and then keep the car in a continuous slide. Still sliding – T6 is coming – a quick heel-and-toe downshift to 3rd gear and then do a delicate dance on the throttle to keep the car balanced while sliding through the corner. This corner is very slippery and it is easy to misjudge it and end up on the grass in the infield.

I feel like an F15 fighter pilot with weapons locked on to Rick and Ryan who are just now entering T7. They continue their battle, which is allowing me to close the gap. If I can nail the exit of T7 and gain speed down the back straight, I may be able to catch them on this lap.

Ryan makes a move on Rick into T7 and cuts to the inside of the corner but he misjudges it and has to lock his brakes up. They both come together at the exit and Rick's car flies

off the track, badly damaged. Ryan's suspension is damaged, causing his car to swerve into my path. No – No – No! I am about to be taken out on the second lap of the race! I swerve right to miss him, but the car is already near its cornering limits. I stay on the gas; otherwise the car will spin and hit him. Somehow I manage to slide by with no more than a paper's width of space between us. I look in my rear view mirror and see that he is limping down the track.

OK, so I get my bearings and realize that I am leading the race with a slight gap back to a pack of several cars including Dan R, James, Mike, and Jeff. Dan drives in the Rolex Grand Am Series and is a great driver, and Jeff is a three time PRO3 Champion – both serious competitors.

Remember the suspension testing that didn't work out? My car is understeering like a barge into the corners and is now also starting to lose grip in the rear when powering off the corners. So, the car is a handful to say the least and I fully expect that these guys will be catching me.

Several laps transpire, with Dan R leading the pack chasing me and now I see that Jeff is making a threat to Dan's second place position. Then after several laps of trying (Dan is tough), Jeff gets around him with a sweet pass on the outside of T4. I see Jeff and I feel him coming like a man possessed. Then, I think, how ironic is this – Jeff and Caelin fighting it out in Portland. Déjà vu. We have been in this position many occasions in the past.

After a few laps Jeff closes the gap and catches me. I will have to drive a

perfect line with NO mistakes just to keep him behind me. We battle for many laps with Jeff making several attempts at passing. Then, he makes a brilliant move going into T4 and gets beside me on the inside of the corner. He has position on me and I go wide into the corner and attempt an over-under move but Jeff has it covered. Now I fully expect him to pull away. I am nearly resigned to the prospect of a second place finish.

But wait – what's this? – I am keeping up with him and can hold the draft on the straights. He is not getting away – not today! Now Jeff is in full-on defensive mode and I know that even though he can't get away, passing him may be impossible. Jeff does not beat himself! We go on like this, bumper to bumper for several laps and then I call in on the radio to find how much time we have left. Five minutes left – so I plan to wait one more lap to make a move. Then the car starts to stumble as it comes through T4. Can this be true? Am I running out of fuel? Then going through T12, the same thing – stumble.

We are coming down the straightaway, charging into T4. Jeff anticipates my intentions and makes a defensive move to cover the inside line but he leaves just a car width of space. I make the move – waiting till the last microsecond to hit the brake – stuff it into the space between Jeff and the rumble strips – downshift two gears and get back on the gas. I've got it and we are side by side, but can I hold the line through the corner? Jeff goes wide and tries to come back at me with an over-under move but I manage to make it stick. Now Jeff is chasing me again! Yeah baby!

Continued on page 10

Inspiration (cont.)

tion, which required me to do a double take and question whether it was real or a clone. It happened to be Anand Shah's silver 1995 E34 M5 Touring, BMW M Division's first wagon; a car which was never exported the United States.

Before long, we had approximately 20 BMWs ready to head out to see Austin's vintage collection of cars, tractors and dental equipment! After a few words of wisdom and some paper signing, we set off for the short 18 mile journey towards the A-Dec Museum.

Fortunately for us, the sun began to break through the clouds and made for some incredible light along the journey. As we left the Murrayhill shopping center, we began heading West on Scholls Ferry Road until we arrived at Highway 219, heading South towards Newberg. As some of you may remember from my first article with the Oregon chapter, I do not have my BMW with me yet, but board member Tom Freedman was generous enough to lend me a ride in his 2011 M3! I sat in the passenger's seat taking it all in, snapping photographs of the beautiful twists and the sunlight filtering through the clouds and trees. I

maro Convertible pace car and a 1955 Chevrolet Bel Air Convertible, all in immaculate condition. As the procession continues, you encounter a handful of cars, each beautifully displayed and accompanied with a little history about it. People began to disperse, finding areas of particular interest to begin in.

Off to one side of the open building is a living history room, displaying an amazing collection of Ken's accomplishments, starting with when he was a child on his family's farm. As you continue through the room, you see a series of his creations, such as the intake manifolds that he creates for Ford Flathead V engines, Lincoln V-8 and V-12 engines, and a few other motor types. Austin is also credited with creating the Austin Quick-Change Rear End for 1935-1948 Fords, which allows a user to quickly remove and change the gear ratios of a rear end without having to disassemble it. Access to the quick-change gearing is simply on the side of the differential.

Besides being credited with his flathead intake manifold designs and his quick-change rear ends, Ken and Joan Austin are the pioneers of one of the world's

at the time. He also created the Dec-Et, the first miniature dental unit to place instruments within easy reach of a seated doctor. The unit helped the industry by developing products specifically designed for sit-down dentistry. Before the Dec-Et, dentistry used to entail a great deal of standing while working with patients. Austin also introduced the modern day chair-mounted sit-down dental unit; and within two years of starting A-Dec, he had designed the first integrated dental cabinet. Today, Austin holds over 40 US patents and 33 patents in other countries.

As you exit the living history room, you return to Austin's magnificent car collection, each accompanied with a story-board. For example, Austin has a 1927 Ford Model T Street Rod, which he chopped and channeled. Austin used some of his own designs from his college days on this car, such as the quick-change rear end and the 4-carb-intake manifold. Because some of his visitors may not understand what the Model T looked like prior to the transformation, Austin proudly displays the original version right behind his chopped creation.



Photos by Sash Kazeminejad

knew then this was going to be a fantastic day to see a car collection!

When we arrived at the A-Dec Museum, Ken Austin graciously greeted us at the entry door and gave us a little history about himself, his upbringing, and of course his amazing car collection. Austin's car collection begins with a 1964½ Mustang convertible, a Camaro 396 SS Convertible pace car, a new Ca-

largest dental manufacturing equipment companies, which they founded in 1964 in the basement of their home in Bloomfield, Colorado. On display next to his quick-change rear end and life story are several patents and examples of his dental equipment designs and accomplishments. For example, in 1964, Austin built an air-powered vacuum system known as the Air-Venturi System, which improved the belt-drive devices in use

Another car worth mentioning is his 1907 Ford Model K. The Model K was designed for the American sports car market and only 50 roadsters were ever produced between 1906 and 1908. What makes Austin's Model K especially unique is that it is the only known unrestored example left in the world, and was awarded 3rd place for the unrestored category at the 56th Annual

Pebble Beach *Concours d'Elegance*.

Continuing through his collection, you can find a Shell Oil truck, a 1929 GMC fire truck, a 1924 Mack logging truck, historic race cars from the 20s, 30s and 40s, a Sears Motor Buggy, a 1924 Mack fuel truck, a 1969 XKE Jaguar, a 1962 Corvette Convertible, a 1955 Thunderbird Convertible, a 1948 Woody Wagon purchased from a Barrett-Jackson auction, a 1953 Ford Deluxe, a 1913 IHC Model MW Motor Wagon, a 7-passenger 1929 Lincoln Model L Sport Touring wagon, 1948 MG TC, a 1939 Ford Convertible Sedan, a 1937 Ford Roadster, a 1936 Ford Tudor Touring Sedan, a 1932 Ford Deluxe Roadster, a 1928 Ford Model A Roadster Pickup, a 1944 Willy's Jeep, and the list goes on.

Next door to Austin's car collection is his restoration shop, which is a tinkerer's dream come true. I couldn't help but quietly walk through his shop and dream about the kinds of creations I could come up with. Perhaps the place for a full restoration of my 2002, or a place to house all of the BMWs that I plan on owning someday. But there was a room off of the shop space that caught

chairs are made of simple off-the-shelf products, such as aluminum tubing, PVC piping, snap-in fasteners, lightweight composite wood panels and a few nuts, bolts, and washers. Simple, hand-drawn assembly diagrams hang on the walls for volunteers to reference when assembling the chairs. You could tell that everyone was both amazed and humbled by Austin's incredible creation.

We finally departed the A-Dec Museum and headed for lunch at the Allison Inn & Spa, which just so happens to be Joan Austin's project. The Allison Inn sits on 35 acres of land and has 85 rooms, a fantastic restaurant, and a day spa. Consistent with their passion for quality and detail, the Allison Inn's architectural character of stone, metal, wood siding, solar panels and green roofs show the Austins' commitment to quality and creativity. After a little mingling around and conversing about our A-Dec Museum tour, we were seated at our tables, which had a breathtaking view of the Willamette Valley. We soon ordered our food and had a lot of great conversations about our drive, the museum tour, BMWs, and the things we do in our daily lives. I happened to look over my shoul-



most people's attention, and fortunately for us, we were able to get a tour of this room. Once inside, we were presented with a simple, lightweight, portable dental chair which, when broken down, can easily fit in the overhead compartment of an airplane. Once folded, the chair is simply strapped in place and ready for transport. These chairs are used in other countries where dentists travel to provide free services to those in need. The

der from where we were sitting and saw Ken and Joan having lunch together. At that moment, I could not help but think about the humbleness that we all felt that day when we saw all of the amazing products, creations, and contributions that Ken and Joan have made over the years to the local, dental, and automotive communities. I think it is safe to say we all left that day feeling a little more creative and inspired.

To see more pictures of this tour, go to our gallery page at www.bmworegoncca.com/gallery/ or scan the QR code.



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>
June 9	Curves to Coast	1 day tour
June 15-17	Rose Cup Races	3 day Car Corral
June 23	Sequim Garage 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
July 22	Club Picnic	1 day event
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>
June 24	Puget Sound E30 Picnic, Tacoma, WA	1 day event
June 30 & July 1	Hooked on Driving—HPDE	Track event @ TRMP
July 20	Hooked on Driving—LeMONS Inoculation	Track event @ TRMP
July 29	Puget Sound Concours-Renton, WA	1 day event
August 6	Hooked on Driving—EX (3 run groups/18 drivers per group max/Full coaching program/Up to 120 minutes of track time)	Track event @ ORP
August 19	Puget Sound M Car Day - Tacoma, WA	1 day event
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 6 & 7	Hooked on Driving—HPDE (10/6); Advanced Track Plus (10/7)	Track event @ TRMP
October 22	Hooked on Driving—HPDE	Track event @ ORP

Why I drive a BMW *by Nate Silvers*

Seatbelts are a pain. I hate them. That is why for 12 years of driving I never wore one. The only times I would put my seatbelt on was if my passenger insisted, or if I was a passenger in someone else's car and they insisted. Late summer 2011 I was ticketed for not wearing my seatbelt. Granted, that wasn't the first time that had happened. It was, however, the first time I was invited to attend the seatbelt diversion class. After the class I was still reluctant to wear my seatbelt, but ultimately I caved in and started wearing my belt. Thank God I did.

November 2004 I purchased my first BMW: a 1999 323i (e46) with 98,000 miles. I loved this car, but I was ready to replace it. I just couldn't find anything that I liked driving as much as my Bimmer that was in my price range. On March 2nd, 2012, with 210,000 miles, my

323i was finally put to rest. Unfortunately, that happened when a 2003 Dodge Durango ran a red light and hit me almost head on. With a closing speed of roughly 75 mph, he struck my passenger side headlight. When the car came to rest and I regained my wits, I unbuckled my seatbelt, opened my door and climbed out to call 911.

The physical damage to my car was horrendous. The hood was blown off, the front smashed in, but remarkably, all four doors still opened and shut (as well as latched) as if nothing had happened. The entire interior of the car looked flawless minus the deployed airbag. When I stumbled out of the car, I realized that my left foot had been broken. I immediately knew why it was broken; I had my foot pushed in on the clutch. Because I had pressure on my foot, the

force of the collision was transferred through the clutch pedal into my second, third, and fourth metatarsals. If I hadn't been on the clutch, my injuries would have been reduced to a blood blister on my thumb and a bruise on my elbow where the airbag blew my arm into the center console.

I couldn't help but question why I was still alive, let alone with only minor injuries. I have always known that BMWs are safe. I had read numerous stories about horrific crashes and the occupants of the car surviving. Living that nightmare brought a whole new reality to that safety, which is precisely why I was quick to replace my 323i with another Bimmer. One week after the accident, I wandered into the dealership and purchased a 2006 BMW X5 (e53).



The hood and all the parts on top of the hood were picked up out of the intersection and placed on top of the car in the tow lot. That was all blown off the car in the crash.



Vauxhall (cont.)

pretend he had refrigerated air keeping him nice and comfortable inside the cabin. In reality, he was keeping himself cool by waving a fan which he strategically held below the dashboard, just out of the line of sight of anyone looking his way.

Despite all this, Rene must have been doing something right. He did, after all, get my mother to fall in love with him.

Rene met Bibot through his friend Eric. Eric's sister was best friends with Bibot's sister. After an ill-conceived attempt by Eric to ask Bibot out, Rene ended up taking the prize. Too bad for Eric.

They went on their first date, a basketball game, in that old Vauxhall. Their posteriors slightly adjusted to compensate for the car's misalignment, of course. More dates followed, and pretty soon Bibot was fanning for both of them. As their romance deepened, I can only presume one evening Rene found a place to park, his face illuminated momentarily by the big red light as the engine came to a stop, the Beatles singing on the radio.... Perhaps I was made in a Vauxhall. During an era of free love and hippie counterculture. In a Vauxhall. Perhaps.

Rene and Bibot got married in 1971.

They gave birth to a son, whom they christened Carlos.

At the baptism, Eric was the godfather.

I don't look anything like my Uncle Eric.

My dad and Uncle Eric are good friends to this day.



I've never seen photos of my dad's actual Vauxhall Victor. Maybe he sold it because his infant son would get too uncomfortable whenever he rolled up the windows to impress the in-laws.

PRO3 (cont.)

The engine is starving for gas in the corners as the gas sloshes to the sides of the tank and the stumbles are getting worse; so I can't get away. Then, on the last lap, as I come through T12 the engine cuts out just as I come off the corner. I know that I am dead meat – and then the engine catches and accelerates but it may be too late as Jeff is coming and closing fast. We both come to the finish line and it appears that I managed just to make the line before Jeff could get me. I think I've won. Jeff thinks he finished second (I talked to him after the race).

Later in the day the official results are posted. Jeff is listed in first place and I am in second place. Although we are fierce competitors on the track, Jeff and I are very collegial off the track. We go to his trailer to check his in-car video. It was so close on the video that we couldn't see who won. So we had to go with the electronic timer and the official results. A bit of a let down but the racing was so exciting and the battle with my longtime competitor was so much fun that I didn't mind that much. There will always be another day and another race!

Congratulations to Jeff who ran a brilliant race.

Caelin Gabriel #60
2009 PRO3 Champion

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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 and the BMW CCA National Office. The Oregon chapter sends out email messages on upcoming events and activities. The National Office sends out late-breaking news and information on national events such as Oktoberfest and the Monterey Festorics in their weekly Roundel digiStrasse email, as well as a digital copy of the Roundel publication. Rest assured, we don't share or sell your contact information.

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