

# Under The Hood

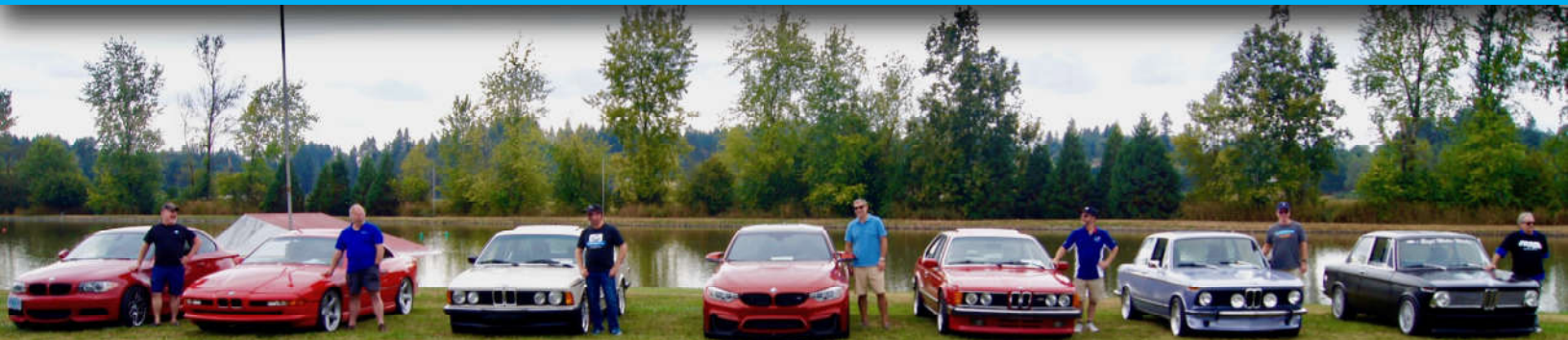


BMW Car Club  
of America  
Oregon Chapter



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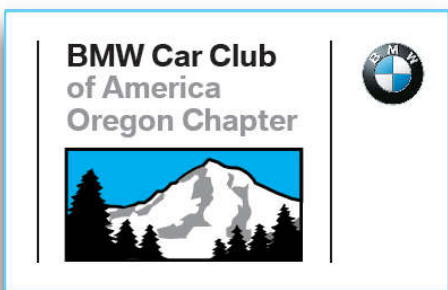
Board Member, Mark Koepping

Board Member, Fred Krieger

Board Member, Dave McIntyre

Board Member, Alex Tucker

Board Member, Scott Cotrell



# President's Message

Buck Bailey, President



Every Christmas my family would declare "That's the best tree ever!". Our club is the same - it just keeps getting better every year! When I think we've had a year that can't be beat, we top it with some great events and epic drives. We introduce new tours and reinvent our favorites. After our amazing Spring events, we launched into an epic summer and finished Fall in a blaze of glory. Here are some highlights...

Fred Krieger's first try at coordinating an event, the **Volcano Tour to Mount St. Helens** attracted seventy-something enthusiastic volcano-carving members. Amazing landscapes were the backdrops for the drivers, gliding through fast sweepers on some of my favorite roads in the PNW.

Dan Hones and Tom Freedman delivered an epic **Astoria Tour to the Coast**. Heading west on rural roads, the route sweeps through open farmland and twists between low cliffs and the Nehalem River. Running through roller-coaster whoop-de-dos kept drivers entertained.

Brian Cone is now on the board at the **Forest Grove Concours**, and continues to promote our club and the BMW marque at this prestigious event. Our very own Dave MacIntyre pulled a sweet second place class trophy with his beautiful e23 728 euro. Congrats to Dave for his prize.

Mark Koepping continues to do a great job coordinating the **Portland Vintage Racing Festival**. We had a great turnout to our corral, and enjoyed the beautiful weather and lots of free grilled burgers and dogs for our members and guests. It's always fun to see the other car clubs corrals, though we all observed that some of them are shrinking while ours remains strong. I credit our coordinators, volunteers, and passionate member base for our continued success.

Trayson and Cindy Harmon continue to deliver the amazing **Maryhill Loops** private road event every year, and this year's was no exception. This event is so much fun it brings in new member signups every year. If you like the idea of having a twisty uphill road to yourself, and you've never done this event, be sure to do it this year. It'll leave a big ol' smile on your face for weeks after!

Dave MacIntyre and Vince Manley produced both the **Garage Tours** and several **Classic Cars & Coffee** events this year. These Classic Group events highlight our members' classic BMW's. We had amazing turnout at both Garage Tours. They are a great opportunity to hang out at garages with guys you may not have had the chance to meet yet. Classic Cars and Coffee is a casual Saturday morning meetup at a more intimate setting than the big C&C's. Our club boasts a growing base of classic bimmer enthusiasts you'll be sure to enjoy meeting, even if you don't own an oldie.

This year's **Motorfest** took place at Mint Lake, a beautiful grass venue and water ski lake in the scenic Amboy-Yacolt area. A pretty drive through the countryside led attendees to this hidden gem. Dan Hones and volunteers once again performed the herculean task of organizing our club's premier event, and their efforts and ideas produced a fresh face for this annual event, with an intimate, concours feel. This year's charity was the Oregon Food Bank, for whom our attendees raised money to buy 1,515 meals. Our board received many positive reviews of this year's Motorfest.

**Womens' Wine and Tech Day**, a new event for our lady members, was coordinated by Janette Teavan and Bruce Feller. A morning session at Salem BMW gave the ladies a chance to talk tech without a bunch of guys interrupting. Then they headed off for a fun drive to Willamette Valley Vineyards to sample their amazing wines and enjoy lunch together. Our board looks forward to providing this and other ladies' events in the coming year. *Continued pg.5*



## Member Musings

Drew Lagravinese



We got a dog about 4 months ago. I didn't want a dog. Son was living on his own and the cats had all passed on to kitty heaven. Just the two of us now and 9 months from retirement. Life was now easy.

Spouse wanted a dog, a companion to keep her company while I was away on business trips. She had been looking for months for the perfect dog and could not find what she wanted, something small and cuddly and lovable. One day she said she had found the dog she wanted and did I want to go take a look at her. Nope, not going to see a puppy and fall in love. Don't want a dog! "Fine" she said, "I will get the dog and she will be my dog".

Well, that afternoon, I see her walking in the parking lot and she has a crate in her hand, and I know what that means, we now have a dog. In she walks, opens up the crate and this is what wanders out:

So, you tell me, how do you resist a face like that? Now we have a dog. As you can imagine, I fell in love with her and as expected, she has become a loved member of the family.

This week, we made an appointment to have her spayed and as part of this procedure, they do a blood test. To make a long story short, the initial news was not good and we were devastated. We gave her lots of hugs and kisses and a lot of tears were shed. Two days later a ultrasound was performed, and she was found to be healthy and free of whatever they thought they found in the blood test. More hugs and kisses and tears, but happy tears this time.

The moral of the story? Never, ever, believe what they tell you the first time, and always have hope that things are not as bad as they tell you.

What does this have to do with BMWs? Not much really. Or maybe it does. BMWs are not dogs and some people say that cars have no souls, that they are just objects to get us from one place to another. I tend to disagree. I think BMWs, much like dogs, have souls and personality. Cars tell you when they don't feel well (that darned CEL that comes on and costs you \$1600 to repair) and they tell you when they are thirsty (the fuel gage drops to empty). They tell you when they are happy (shifting through the Steptronic transmission through the twisties on a BMW CCA tour and everything sounds just right), and they tell you when they are sad (that thank you hear when some suspension parts comes loose).

Dogs are the same way. You can tell every emotion in Carly. You can see it in her eyes, in her body language, in her reaction to you and other people. You can see when she is happy and you can tell when she does not feel well. You can see when she is sad and you can see when she is so happy to see you walk in the door.

Dogs and BMWs. We love them both for the joy they give us when we are around them. We are sad when they are not feeling well, and we spend tons of money to keep them feeling well. They cause us pain, sorrow and misery. And they lift our spirits when we are around them. Dogs and BMWs. Not so different after all.

## President's Message

*cont'd from pg. 3*

The **Fall Colors Tour** through the Gorge is, well... gorgeous! A favorite, it provides rural country blacktop and roller-coaster runs through the rugged terrain heading out to The Dalles. It can be hard to focus on the twisting, undulating asphalt while winding through amazing scenery!

In November, EC Mueller, director of Portland Int'l Raceway, presented his vision of events and changes at **PIR in 2018**. Among his announcements are the return of Indy racing! This is truly exciting news, not only for us spectators, but for the continued operation of PIR. I can't stress enough how important it is to support our city's track by attending events, volunteering, and making your voice heard. PIR is actually a city park, and as part of the Parks Dept, is always opposed by those who, shall we say nicely, "oppose motorsports". Your CCA Chapter is well represented at PIR, hosting our corral at Rose Cup Races and the Vintage Races. We have ideas in the works for other events at PIR as well. Be sure to attend at least one event at PIR in 2018, and help keep the park from becoming a center for sustainable celery, or striped salamander sanctuary.

About the time this newsletter comes out, our members will be participating in the annual **Randall Children's Hospital Toy Drive**. Mark Koepping organizes our part of this event in conjunction with Boyd Motor Werks and Freeman Motor Co. Our club supports this annual worthwhile cause.

On February 24, 2018, we will throw our **Winter Celebration**, and our guest speaker will be nonother than Master Collector and Foundation Trustee Peter Gleeson of Seattle. Mr. Gleeson owns of one of the finest BMW collections in the world, and is a genuinely great guy. Be sure to watch our website for info and registration. Don't miss it!

Our Board has another exciting lineup of events for you in 2018! We will be publishing the 2018 Event Calendar at the end of December. Be sure to review it and save the dates of your favorite events! Happy Holidays to you and yours, and...

Happy ///Motoring !

Buck Bailey, President

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 Exterior DETAILING SERVICES	 Interior DETAILING SERVICE				
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<table border="1"> <tr> <th>Portland Location</th><th>Tualatin Location</th></tr> <tr> <td> <b>Phone Number: (971) 713-5253</b>                      Our Portland shop is located at:                      1625 NE Sandy Blvd, Unit C,                      Portland, OR 97232                      Email: GallagherAutosw@gmail.com                      Hours: Monday-Friday 9am-5:30                 </td><td> <b>Phone Number: (503) 878-5153</b>                      Our Tualatin shop is located at:                      8750 SW Old Tualatin Sher. ood Rd.                      Tualatin, OR 97062                      Email: GallagherAutoTualatin@gmail.com                      Hours: Monday-Friday 9am-5:30                 </td></tr> </table>		Portland Location	Tualatin Location	<b>Phone Number: (971) 713-5253</b> Our Portland shop is located at: 1625 NE Sandy Blvd, Unit C, Portland, OR 97232 Email: GallagherAutosw@gmail.com Hours: Monday-Friday 9am-5:30	<b>Phone Number: (503) 878-5153</b> Our Tualatin shop is located at: 8750 SW Old Tualatin Sher. ood Rd. Tualatin, OR 97062 Email: GallagherAutoTualatin@gmail.com Hours: Monday-Friday 9am-5:30
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**December 16 Randall Children's Hospital Toy Drive**

This is the 4th annual toy drive and we are so excited! Seven organizations are partnering on this year's toy drive. We are looking for your help with a donation of New Unwrapped toys for children of all ages.

There are 7 drop off sites around the city. From now until December 15th, the following locations will accept your New Unwrapped toys for the patients.

On December 16th we ask for your help in delivering the toys! We will meet at Boyd Motor Werks. There we will load up the toys and drive to Freeman Motor Company. There we will load up more toys and drive to Randall Children's Hospital. Once there we will present the toys to the staff and take pictures. Sadly we are unable to present the toys to the kids.

Boyd Motor Werks Arrive at 9 depart at 9:30  
 Freeman Motor Co. Arrive at 10 depart at 10:30  
 Randall Children's Hospital Arrive at 11:00  
 Widmer Brewing 12:00 Lunch

Toy drop off sites:

Active Oregon Chiropractic 357 Warner Milne Road Oregon City  
 Boyd Motor Werks 224 NE 18th Avenue Portland  
 ChromeData 700 NE Multnomah Blvd 15th Floor Portland  
 Freeman Motor Company 7524 SW MacAdam Ave Portland  
 OnPoint Credit Union Hillsdale 6367 SW Capital Hwy Portland  
 OnPoint Credit Union Lloyd Center 1720 NE 9th Ave Portland  
 OnPoint Credit Union Sellwood 8085 SE 13th Avenue Portland

Randall Children's Hospital is a state of the art hospital designed exclusively for children. It is the first Level 1 pediatric trauma center in the NW. It has the only inpatient rehabilitation program between Seattle and Oakland. It is unrivaled in its pediatric expertise and is located at Legacy Emanuel in Portland, OR.



### February 24

### Winter Celebration

We are very excited to announce the 2018 Winter Celebration Party! This is an excellent opportunity for you to socialize with fellow BMW enthusiasts, celebrate the accomplishments our chapter has achieved during the last year, and learn about the many events your chapter has planned for the year.

#### Location information:

The party is scheduled for February 24<sup>th</sup> at 6:00 PM, returning to **Portland Brewing Company**, where we held our NW BMW Motorfest event for 3 years. With a great location, a selection of delectable food choices, excellent beer brewed on-site, and plenty of room for our members to enjoy the evening. The Fireside Room will hold 46 people; if more choose to attend, we can take over the entire Taproom and accommodate up to 75 people. Plus this year, your chapter will lower the cost of the dinner to \$20 per person thru a generous subsidy!

#### Guest Speaker:

Your chapter is very fortunate and privileged to have **Peter Gleeson** as guest speaker! As you remember from the August Roundel cover article, Peter has the most comprehensive collection of important and historical BMW cars and artifacts in the country. His collection includes important race cars and the only BMW art car not owned by the BMW factory: a M1 Procar painted by Frank Stella. He is also considered one of the most knowledgeable BMW historians in the country as well. In 2016, Peter was named Master Collector of the Year by LeMay – America's Car Museum. A selection of his cars were on display into 2017. He is the newest BMW CCA Foundation Trustee as well. Peter has a remarkable story to tell about how he overcame poverty in South London to become an owner of several mining companies around the world, and how he developed the passion to accumulate his collection of significant and historic cars. This opportunity you don't want to miss! Check out this website for more info and pictures: <http://egarage.com/current-interests/gleeson-collection/>

A fun evening for all is coming up! Watch for registration information from your chapter soon. I anticipate that this event will sell out, so register as soon as you can. If you have any questions, send a message to [briancone3@gmail.com](mailto:briancone3@gmail.com). See you in February!



Mount St. Helens Volcano Run

June 6

Fred Krieger

Back in June we made our run up to Mount St. Helens. We had a record setting sign up of 73 club members, and conservative estimate of 45 cars on the drive.

Our club has experimented with self-guided tours with overall success, so I set this drive as self-guided to allow folks to set their own pace, and stop or diverge from the route as desired. I planned a two-stage route. Stage One steered us through some fun twisties.

Though not a difficult route, to be honest I did miss the first turn! After a quick recovery I finished the first leg and stopped for lunch. Even though the drive was self-paced, everyone stayed pretty much together.

After everyone enjoyed their lunch and car-related conversations, we set out on the second leg. Some drivers took their time heading up the mountain. The long-range views down vast valleys compelled them to set a leisurely cruising speed. Some of our more speed-oriented drivers challenged the fast sweepers in a spirited run up to the volcano.

Self-guided worked just fine on this tour, since there was no worry of getting lost. The road from I-5 up to the volcano is a straight shot, and dead ends at Johnston ridge. As they say “You can’t miss it!”.

Sometimes the weather at Mount St. Helens doesn’t cooperate, and can be a pea soup of fog. For our tour though the weather was sunny and the mountain displayed herself in all her majesty. For anyone who hasn’t yet made the run up to the volcano, be sure to do it. Though I have a demanding work schedule, I’m glad I made time to do this epic run.



Forest Grove Concours

July 16

Brian Cone

The Forest Grove Concours d’Elegance is the only high-level, prestigious concours event in the Pacific Northwest. Held on the grounds of Pacific University, it is a wonderful event in a beautiful setting. Cars are parked according by classes on the lawns surrounding the historic university buildings. Staged by the Rotary Club of Forest Grove, the event raises funds used to sponsor scholarships and community service projects. The last event included 365 cars that participated in a wide range of classes, including antique classics, American cars from the ‘50’s and ‘60’s, hot rods, European sports cars, plus Porsche and Mercedes cars. A new corral this year included Modern Supercars. Once again, BMW Oregon Chapter member, Keith Martin, was the Presenter and MC.

This is the 4<sup>th</sup> year that our chapter has participated in the Concours. Our purpose is to show spectators the innovative engineering and performance history of BMW’s along with the beauty and style that makes BMW’s unique. We had exceptional cars in the judged and display corrals again this year. Award winners were:

**Best in Judged Class:** 1971 BMW 3.0 CSL Alpina B2S owned by Peter Gleeson

Peter Gleeson’s 3.0 CSL Alpina was a beautiful, extremely rare example in Golf Yellow. Very low miles and in original condition, it was a stunning car for spectators to view and admire. It is just one of many classic and rare BMW’s that Peter has in his extensive collection.

**Second in Judged Class:** 1985 BMW 728i owned by Dave MacIntyre

Dave was very surprised to hear that his recently purchased 728i earned second place in the judged class. It was a fitting tribute to all of the extensive work he performed to restore it in just a few months of ownership. Very rare car, with a manual transmission, it really stood out from the other cars.

**Best in Display Class:** 1967 BMW 1600 owned by Shawn Kampmann

Shawn, from Ashland, drove his car to a conference in Bend and then headed up to Beaverton the day before the Concours. He stopped at my house and we gave it the proper Griot’s Garage cleaning Saturday evening. His car is not original, with an upgraded engine and suspension, plus extensive interior renovations, so he was placed in the display class. However, it was a truly beautiful car. He was stunned to find out that his car won best in the display class.

Congratulations to our trophy winners, and many thanks to all of the BMW Chapter members who participated in this year’s event. We will participate again next year, so mark your calendar for July 15<sup>th</sup>, 2018. If you would like to enter your car, please contact Brian Cone at [briancone3@gmail.com](mailto:briancone3@gmail.com). We are looking forward to having a spectacular display of cars at the next Forest Grove d’Elegance (<http://forestgroveconcours.org/>). Please attend this event and show your support for your fellow club members.

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## Vintage Racing Festival

July 29-30

Mark Koepping

The Portland Vintage Racing Festival flew by this year. There was so much to see and do over the weekend. First and foremost is the racing. 110 competitors compete in 6 race groups each day. Thor Johnson took 1<sup>st</sup> Saturday and Sunday in Group 8 GT Class with his 1974 Schnitzer BMW 3.5 CSL. Chandler Biscoe also fought well against 16 others with his 1973 CSL. Grand Marshall Willy T. Ribbs of TransAm fame was there to cheer with the fans and sign autographs.

Title sponsor Jaguar brought their F-Type R cars for a test drive. An autocross was setup in the infield to show what these 550hp Supercharged V8's can do. Anyone could sign up and experience the acceleration. They are rated at 3.4 seconds to 60mph! The instructors sat shotgun and gave guidance on how to improve turning, braking and cone work. And the best part was being able to do it both days.

Also in the infield, we had our car corral. 34 cars parked on our patch of lawn for the weekend. Dave MacIntyre brought his 1985 Euro 728i fresh off his 2<sup>nd</sup> place at Forest Grove Concours. It's a beauty. As an added bonus, we had burgers & sausage on the grill. This is something no other car club does for its members. Still a must do is to see all the other car corrals. I especially liked talking to other people about their classic cars.

It was another great event for our club. Thank you Janette and Dave for your help. And I hope to see you at next year's Portland Vintage Racing Festival.



## Maryhill Loops

August 19-20

Trayson Harmon

Once a year, the Oregon Chapter of the BMW CCA puts on an event that members dream about during the long, wet PNW winter. The Maryhill Loops Road event is the answer to our car enthusiast dreams--a private road full of twisties that is ours for the weekend. This year was no different, with 20 to 25 participants each day excited for their ultimate driving experience. The participants are staggered as they drive up the road, allowing every inch of the pavement for their personal enjoyment.

The only real change we made for 2017 was to add some incentives to get more volunteers to help run the event. The 2017 volunteers were treated to discounted event admission in exchange for helping out for a few hours on the day they weren't driving. It worked great and the event had the largest number of volunteers to date. Things went fantastic with moderate temperatures and wind. Everyone got their fill of driving the private road and left satisfied but looking forward to next year.

This event is a unique offering of the Oregon Chapter and continues to be one of the most popular and successful that the club puts on. Thanks to all the volunteers and participants that make it possible.





## Motorfest 8

by Dan Hones

The 8<sup>th</sup> annual edition of the BMW Northwest MotorFest was held September 9 along the scenic and grassy shores of private Mint Lake in Yacolt, Washington. MotorFest is BMW CCA Oregon Chapter's annual charity fund-raising event, and our largest club gathering of the year. 101 cars filled the show field, including a very rare 1973 1802 Touring to a pair of 2017 M2s, mixed in with a diverse collection of MotorFest's feature car, the BMW 2002.

Thanks to the generous donations by MotorFest participants, our chapter was able to provide a donation worth 1,515 meals to The Oregon Food Bank, serving Southwest Washington and Oregon. Representatives of the Food Bank were on hand to talk about their programs, and discuss the value of volunteering to support the Food Bank and provide much needed aid to families in the area.

Saturday's MotorFest started with two driving tours from Portland and Vancouver, with routes created by Tour Meister Tom Freedman, taking the groups along some of Washington's most beautiful roads on the way to Mint Lake. Upon arrival at the lake, drivers were warmly welcomed by Board Members Janette Teevan and Drew Lagravinese. Drivers received their registration packets prior to entering the gated park-like grounds of the lakeside venue, and were parked within one of 7 class-designated corrals by the MotorFest ground control team of Bruce Feller, Sash Kazeminejad, Fred Kreiger, Scott Cotrell, and Mark Koepping.

Lunch by Portland's KOI Fusion food truck, refreshing beverages poured by the staff of Total Wine in Vancouver, with music and entertainment by Rich Ellis of Pro DJs, made for a festival style event. The MotorFest Headquarters Westfalia was managed by chapter Secretary Nancy Piazzese, Membership Chairman Cory Piazzese, board member Alex Tucker, with a huge assist by Paola Koepping and Susan Hones. David Hows brought out the elusive "GMW" pick-up truck with the contents to stock-up the adult beverage tent. Thank you David...

The MotorFest raffle featured a wide range of options from our valued partners, and was the main attraction of the day. Boyd Motor Werks, GrowlerWorks Northwest, The Growlerie, Heel and Toe, 2M Shift Boots, Sidedraught City, Vintage Autobahn, Buck Bailey Design, and our very own BMW CCA Oregon chapter contributed to the MotorFest raffle. Thanks also to MotorFest sponsors ProTek, Gallagher Auto Spa, and Precision Auto Repair for their valuable support to help make MotorFest8 our largest event of the year.

Following the afternoon raffle, the highly anticipated MotorFest car-show awards ceremony was hosted by board member Dave MacIntyre and chapter President Buck Bailey. Vince Manley took home the Best In Show award with his pristine 1975 2002, narrowly edging Dave MacIntyre's very rare 1985 E23 728i Euro sedan, by just one vote. Class award winners included:

Featured/2002: Vince Manley\_1975 2002  
Vintage: Mike Dawson\_1967 1600  
Classic: Dave MacIntyre\_1988 E24 728i Euro  
Early M: Mark Koepping\_1987 E24 635csi  
Modern M: Francisco Rivera\_2017 F80 M3  
Modern BMW: Scott Pell\_2010 E82 135is



MotorFest8 concluded with the presentation of our group's donation to The Oregon Food Bank, and a lake-side photo shoot of the car show class winners. MotorFest9 planning is already underway for 2018, with a very good chance of a repeat visit to Mint Lake.







**Womens' Wine & Tech Day** **September 16** **Janet Teevan**

Due to our generous hosts, BMW of Salem and Willamette Valley Vineyards, our first annual Women's Wine & Tech Day held on September 16<sup>th</sup> was a success!

We started the morning off at BMW of Salem with a light breakfast and then received a complete tour of a typical service appointment at BMW of Salem from start to finish, with stops at each major station in the service bay to explain the "who/what/why" of each station. All the women attendees were able to ask any questions they wanted from BMW of Salem's Service Manager – from basic maintenance questions to discussing DINAN upgrade options – and everything in between! The women-only group really fostered a friendly and non-judgmental atmosphere for the ladies to ask any car questions, big or small, they had about their BMWs.

After the friendly and very informative morning tech session at BMW of Salem, we left to head to Willamette Valley Vineyards nearby to get the requisite 'beauty shot' of several of our BMWs, with the beautiful vineyards as a gorgeous backdrop! After the photo shoot, we enjoyed a delicious spread of tasty and plentiful hors d'oeuvres and, of course, tasted some amazing wines. Which was followed by a behind the scenes tour of the winery and we even saw some wine being bottled!

After the success of the event and positive feedback received from many attendees, keep a lookout for more women's-only Club events like this coming in 2018. And thank you again to BMW of Salem and Willamette Valley Vineyards for hosting us!



**Fall Colors Tour** **October 28** **Dan Hones**

The much awaited annual BMW CCA Oregon Chapter's Fall Colors Tour sadly marks the conclusion of a full year of events, but this tour is like no other. There is no better way than to wrap up an event filled driving season than with 32 cars full of smiling chapter members gliding along dry roads while under crisp blue skies for about 170 miles through Oregon and Washington's most scenic roads. Tour Meister Tom Freedman prepared another typically Tour Meister Tom route that delivered tight and technical twisties, long sweeping roller coaster sections, and views of the famed Columbia Gorge and plenty of spectacular fall colors.

The Fall Colors Tour started with an informative (and mandatory) drivers meeting at 8:30 am on a cool Saturday Fall morning prior to three tour groups of eager drivers headed east to Cascade Locks. The first stage of the route took the groups along the Historic Columbia Highway before diving in to the deep and shady canyons surrounding the Bull Run Reservoir. This first stage is tightly packed with full-lock hairpin turns and serious and immediate elevation changes, both up and down. There is a fun section of a 1-car width road with multiple blind corners and unknown approaching traffic. Thanks Tom. Upon successfully emerging from the sinister canyons of Bull Run, the groups found their way to safety via the detailed driving instructions back to Highway 84 for a brief respite on the relaxing route to Cascade Locks, the site of the first and most highly anticipated relief stop.

After a brief break along the shores of the mighty Columbia River, the groups crossed over the Bridge of the Gods in Cascade Locks and headed north to Washington State's Highway 14 for the start of Stage 2. Heading east for 20 miles along the rolling 2-lane Highway 14 provided scenic vistas of the Columbia River Gorge and Mt. Hood as the groups rambled toward the Hood River Bridge, where a quick right hand turn brought the groups to the Oregon side of the wild and scenic Columbia River. Back in Oregon, the groups continued east for several miles along Highway 84 before climbing up into the hills above the town of Mosier where the roller coaster ride to the city of The Dalles begins. The route up on the ridge of the hills above the Mosier is a seemingly endless stretch of long sweeping turns with great approach-visibility, amazing views to the north of the Columbia Gorge, and south to the valleys of central Oregon. Winding down the twisties to The Dalles for lunch brings the groups through quaint farmlands and small communities peppered along Chenoweth Road.

After lunch in The Dalles, the unofficial third stage of the tour headed back toward Portland, west along the Historic Columbia Highway with 16 cars full of well-fed and enthusiastic members. This short 9-mile stage features incredible views of The Gorge while twisting along sheer cliffs protected by (very) low rock walls built in the 1930s, before white-knuckling back to Mosier. After a brief pit stop and farewell to friends in Mosier, the remaining group broke up to depart their various home destinations around Oregon and southwest Washington.

Thank you Tom and to all of the volunteers who helped make this another memorable event, and save a spot on your calendars for late October in 2018, you won't want to miss the next version of the Fall Colors Tour.



## Member Spotlight: Darin Schnoor

text by Darin Schnoor  
photos by Buck Bailey



I purchased my car in 2007 from a private wholesaler in Beaverton. Oddly enough, I was actually dating a girl who lived two houses down from him at the time! He had seen me park my (other) E30 at her house before, and was very happy to see the car go to an enthusiast. The previous owner had been a retired widow. At some point in her stewardship, the power top mechanism had broken while it was folded away, and she didn't have the resources to get it fixed. So it sat in her driveway, uncovered, top-down, for something like 1-2 years, before she donated it to a charity as a tax write-off. Eventually it made it to the wholesaler, where I bought it. I believe it had around 145k miles on it at the time.

It was in very rough shape. The seats were trashed, and roughly 50% of the seat foam had been eaten away by mold, mildew, and other nasty things. I had to cover them in a beach towel and drive with the top down to get it home, lest I end up with some kind of horrible illness from breathing it all in. Cosmetically the plastic MTechnic bumpers needed repainting, but the sheetmetal was in good shape, as was the paint. It also ran and drove, though both the automatic transmission and steering rack leaked badly.

Since I was on a summer internship at the time, I convinced my dad to let me store it in his garage while I moved back and forth between my digs at OSU in Corvallis, and holidays/weekends in Portland. The first thing I did was to strip the entire interior down to the metal so that all traces of mold, mildew, and corrosion could be eliminated. Thankfully there was only minor surface rust under the carpet. I had the seats reupholstered by Beaverton Auto Upholstery, and the bumpers repainted by AutoBella in Portland. The rest I did on my own, in the garage. I set about replacing the ZF 4-speed automatic with a G260 5-speed manual, and the slow E30 steering rack with a quicker E36 unit. The suspension looked all original, and was very tired, so I replaced the shocks, springs, tie rods, control arms, and strut mounts. I also removed all of the broken power top bits and replaced them with the factory manual operation parts, and did the standard E30 water pump, timing belt, and tensioner maintenance items. All of this took about 9 months, but in the end, I had a running, driving, clean E30 to enjoy!

When I graduated in 2010 and got my first real job, I decided to swap in an m30b35 engine from a '91 535i. The swap is actually very straightforward; even the wiring harness is the same! The biggest challenge is physically installing the engine, as clearances around the firewall and in the transmission tunnel are very tight. I was very happy to find I could keep the original R12 air conditioning as well, with just some slight modifications to the mounting bracket and a new length of V-belt. While some E30 owners feel that the larger, heavier m30 engine can have a detriment on handling, the E30 convertible already tips the scales at over 3000lbs and has the chassis rigidity of a wet piece of Charmin... I couldn't feel any difference at all.



Knowing that there was both now more power and more weight, I upgraded to Ground Control coilover suspension and a UUC BBK. At the same time, Luke Fisher with German Audio Specialties helped me install a sound system what uses a subwoofer box of his own design, made specifically for the E30 convertible chassis.

Fast forward to 2015 and I was getting bored with the car. I hadn't done any real projects on it in years and was getting antsy. I started looking in to what it would take to add some forced induction, and quickly found a complete turbo setup from a '81 Euro 745i for sale. I loved the idea of going OEM+ and using as many factory BMW parts as possible, so I bought the kit and began the next phase of the car's evolution.

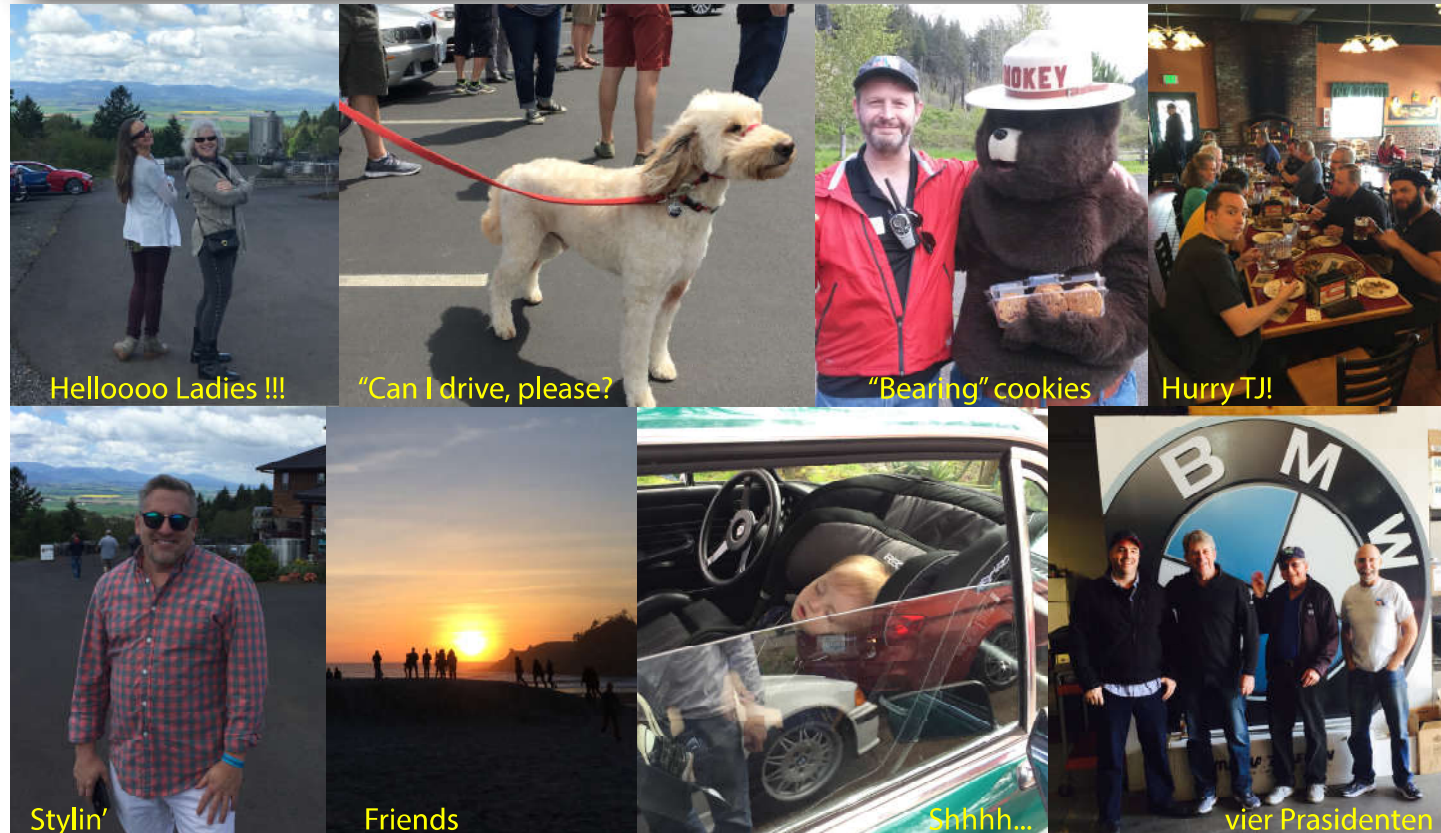
As with the original engine swap, the hardest part was physically fitting everything in to the car. Taking the engine setup from BMW's largest car (the 7) and putting it in to their smallest car (the 3) took a lot of test-fitting and knuckle-busting. I had the turbo rebuilt by a professional shop which also added an upgraded billet compressor wheel, but it's still the same factory K27 used on the 745i, 2002 Turbo, and many Porsches of the same era. I kept the factory exhaust manifold, wastegate, and downpipe as well. Originally I tried to run the engine on the Miller WAR system, which uses the factory Motronic 1.3 ECU, but found that it really wasn't up to the task, so I converted to a Megasquirt system.

Some custom stainless exhaust and aluminum intake piping helped keep the engine inhaling and exhaling, and a judicious amount of heat wrap, turbo blankets, ceramic coating, and other thermal management tools have (knock on wood) helped me keep the beast cool in anything but the toughest situations. Once it was finally done, I took it to PRE in Portland to have some baseline dyno runs done. On a factory wastegate set to 6psi, the car put down 245whp and 295wtq. Since then I've upgraded to electronic boost management and am seeing 10psi, so I figure those numbers are now closer to 300whp and 350wtq.

Overall this car really is a cruiser. It's not meant to carve canyons or tear up PIR, and I'm OK with that. The old K27 turbo (which was designed in the early 70s!) doesn't really come alive until 4000rpm; you could read a book in the amount of time it takes for the boost to build. But for me, that's part of the appeal. I never intended for the car to be out-and-out fast or super responsive; I just really wanted to see what I could accomplish by combining period-correct BMW parts in to my own creation. More than anything, it's been a terrific challenge and learning experience for me. I take a lot of satisfaction in knowing that, aside from the paint and upholstery, I turned all those nuts and bolts myself. It's helped me get to know the E30 chassis, and BMW engineering, that much better.



## Snapshots



## The Next M3 ?

text by Scott Blazey  
 photos by GTSpirit.com  
 reprinted with permission



Somewhere under all that camouflage and fake body paneling is probably the next-generation BMW M3. These spy shots from GTSpirit.com could show an early prototype of the G80 BMW M3 rumored to be due in 2020. The basic BMW 3 Series sedan—factory designation G20—should arrive this year, possibly as soon as the 2018 Geneva Auto Show in March.

The flared fenders, trunk lip spoiler, and quad tailpipes lead us to believe the car in these photos could be an M3 undergoing testing in Munich. If this were closer to the next M3's launch date, we would be disappointed that the roof is not carbon fiber, but BMW has announced that it won't be using as much carbon fiber as we thought.

Another thing missing on this prototype is a door in the left front fender for the electric charger, which means that so far, there is no obvious indication that BMW has chosen the G80 M3 to be the first plug-in hybrid M car. There have been rumors however that the M3 might utilize a 48-volt mild hybrid system and perhaps a more obtrusive start-stop feature to help bring down emissions and fuel usage. We had hoped that the generally smaller sales numbers of M cars would immunize them against extreme emissions and fuel-mileage measures, but with the European Union's 2021 mandates looming and billion-Euro fines possible for companies that miss the target, BMW may feel the need to include M cars in its more extreme emission-reduction measures. Having said that, at least this early prototype is missing the charger door in the usual position, holding out a glimmer of hope that the M3 might remain unelectrified at least until its seventh generation.

If we squint our eyes, we can get a feeling for the next M3's design, although the dozens of sheet metal screws tell us that much of the car is covered with plastic panels intended to foil design spies.

Other than a possible hybrid version, which when we think about it might be a good thing adding more instant torque, don't expect any earth-shattering changes to the G80's drive train. We have seen nothing that leads us to believe the engine won't be an inline six cylinder, probably three-liter turbocharged mill developing horsepower in the high 400s, with special editions like a CS or CSL getting above 500 horsepower.

All that power might tempt BMW engineers to include a rear-wheel-biased version of the M xDrive all-wheel drive system similar to the one that debuted on the newest M5. The specially tuned M xDrive has not seemed to hurt the M5's performance, so it might be hard for BMW to leave it off the next M3.

Your Garage: auto engineering lab  
 car design studio  
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 [ we can design the house too ]

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*Under The Hood*



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