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Auspuffanlage

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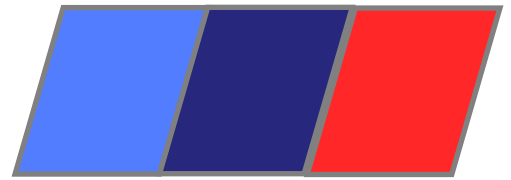
The Inland Empire CCA Annual Winter Banquet was held at Das Stein Haus German restaurant, it is the first time in this reporters memory the chapter has ever eaten German food at the annual dinner. As the food, beer and wine flowed the 20 persons in attendance celebrated not only the fine German cars we drive but the friendships and events of the last year.

Conversations were interrupted to toast those that make events happen and members in attendance . Representatives from Boise and Montana as well as several from Coeur d'Alene and Spokane enjoyed the get-together. A game of "Name-that-art-car" was played as members tried their best to match artists to their artistic automobile. Karla Sparks won with the most correct answers taking home a beautiful cappuccino cup sporting the image of a antique 507 on it.

Along with bratwurst, spatzle, schnitzel and sauerkraut flowed heartfelt car stories that were as warm as the comfort food eaten. It was a great turn out for the off season event and the IE board would like to thank those that braved the elements to be there.



President's Corner



Thank Goodness for BMW Fluff and M Stuff!

Thank goodness for SAVs, all-wheel drive, run flats, automatic transmissions and dip stick-less BMWs! Oh yeah ... and M cars, too!

"M cars, Mr. Inland Empire President? How can you possibly group an M car in that non-enthusiast group of sell-outs? We'd never be caught dead in one of those bloated, overwrought, rolling dens of iniquity! When's the next election for club officers, anyway?"

All right, all right! But before you string me up, didn't you detect a little "tongue in cheek" in my lead-in?

Well, let talk about our beloved M cars. I have had two in my BMW lifetime. They were the best BMWs I've ever owned ... two works of engineering art. But I believe we'll increasingly owe their future existence to the SAVs, the X-drives, and the paddle-shifting Getrag automatic transmissions-laden BMWs. Think I'm still a heretic? Read on ... please!

The BMW demographic is changing. What was primarily an "enthusiast" brand during the era of the 2002 and 3.0 CSi, has clearly transitioned to a "sport-luxury" brand. The "less-is-more" mantra of yesteryear is now "more-is-more" for almost all BMW models: more leather, more electronics, more comfort, more weight, more stability, more "nannies." But is this all bad, even for us?

BMW AG is a company dedicated to

making money, LOTS of money. Money to pay its employees, money to satisfy its stock-holders, money to build new facilities, money to sponsor the Olympics, money to advertise its brand, and even money to give away to BMW CCA members when they buy new or CPO cars.

In a world where market-share equals a pay check, when competing with the likes of Porsche, Audi, and Ferrari, all three of which are owned by parent companies who support their "enthusiast-marques" on the back of global sales of the likes of Fiat and VW, BMW stands among few as a stand-alone car maker. Stand-alone automakers must amortize their total costs of conducting business over their entire line of cars, some produced to keep the "enthusiasts" coming back for more, and the majority to support the main weight of required profits. Here is where our M-cars are positioned, the icing on the cake. Yet, there must be a cake under there somewhere to support the icing. Our M cars exist because BMW AG can still afford to manufacture sell them. Let's hope they always will.

I've heard it said, "I like rich people; I've never got a job from a poor person." I think this adage also holds true with BMW AG and M cars; "I like a company whose base of sport-luxury products is broad enough to appeal to a modern clientele and pay its bills, and at the same time produce "enthusiast cars" for those of us who love DRIVING over all else."

Let's stop here ... I hear you saying it: "What about the third pedal?" Let's leave this for the next time!

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Have a different opinion? Drop me a line or two at president@iebmw.org.

- Tom Sparks
IEBMWCCA
President



Gasoline revisited; Getting the lead out. Remembering gasoline of yesteryear -by Auspuffanlage contributor Fred Samuels.

Does anyone remember Ethyl? No not her, shame on you. Ethyl was a marketing name for leaded gas. It was made by GM, Standard Oil and DuPont. The name Ethyl was short for the additive they used in it: Tetraethyllead (sometimes spelled Tetraethyl lead). It cheaply raised the octane and made the fuel burn more efficiently. This antiknock fluid, when added to gasoline, increased the octane by about 10. It first went on sale in February 1923 at a filling station in Dayton Ohio.

While developing it, several employees went insane (earning it the nickname "loony gas"). At least 17 people died due to there working with the lead from inhalation and or adoption through the skin. Others have died since.

It was almost banned but the government deemed that the "casual consumer" doesn't spend much time with gasoline and so there was little threat. A prominent saying for many years was "What's good for the General (GM) is good for the country". That of course raises the question : What about those of us who worked at gas stations in the 60s & early 70s?

The phase out of ethyl finally started in 1973 but did not officially cease completely in the U.S. until 1995. However, NASCAR continued to use it until 2008. That may explain all those "Billy Bob" antics in the pits. Ethyl is still produced illegally by a number of plants in China.

1972 Bavaria

owner: Pete Hannon, Anchorage, AK



I bought my 1972 Bavaria (S/N 3781878) off a used car lot in Richardson, Texas called Rudder Motors, or something like that, in 1983. I looked at the car a couple of times on the lot - the interior had been redone, the body was pretty straight with original paint and I really liked the lines. When I drove it (4-speed), I realized there were multiple problems mechanically and that it would be a real project, to say the least. The odometer said 53K+ miles, however when driving, I noticed that it was only working intermittently and I soon surmised that the car had over 153K on it (since the odometer only has 5 digits).

After a new clutch assembly, new Weber 32-36 downdrafts, brakes and wheel bearings, carrier bearing and u-joints the car ran like a top and was trouble-free for at least a couple of months...that's when one of the rocker arms on the No. 1 cylinder broke and one of the valves began beating on the piston like a drum (only much faster). I took off the valve cover and one of the No. 1 cylinder cam lobes was very worn down, with the rocker arm broken and lying on the top of the cylinder head - great. I could tell right off this would not be a cheap fix. So I got out the trusty Haynes manual (you know the one that kind of points you in the right direction, then leaves the rest to the imagination) and began dismantling and labeling parts and pieces. Lots more to this than the Volvo 144S or Fords I've been used to playing with - and much more expensive with the overhead cam and rocker shaft set-up. This was not a good time for this since I'd just bought my first house and was dumping all my other spare change into that - another fixer-upper.

I did happen to know a guy in a local machine shop that liked imports (Volvos in particular), rather than just muscle cars like many in the Dallas area at the time. I found a cam, and replacement rocker arms, shafts, springs, eccentrics, and all the other hardware that I needed, a gasket kit, and got the thing back together. Another heavy-duty learning experience - for me, anyway, and expensive - I don't recall exactly, but I think the total was around \$2K - a lot of cash for someone still in the starting out phase of working at 27....Then the startup company I was working for started missing paydays and my (then) girlfriend moved to Alaska. Thus, the Alaskan adventure began - I threw my clothes and tools into the trunk in late September 1984, along with a couple of spare tires and got out of town.

The first stop from Dallas was Denver, which I drove straight and the Bavaria was flawless, except for the cassette player (still have a functional one in the car). In Denver I replaced the cassette deck which crapped out and hit the road for Calgary trying to also drive it straight. Didn't quite make it, ending up on the side of the road outside of Shelby, Montana where I had to rest. Not sure how long I slept - all I know is that I woke up freezing, got back on the road and drove the rest of the way into Calgary. The car was great and I knew it was in good shape. By the time I left Calgary winter was arriving. Note: The Bavaria is not exactly a winter vehicle. I hit all kinds of weather on the Alaska or Alcan Highway - rain, snow, sun over the next 4 days. Also hit all kinds of road conditions - in 1984, the Alcan Highway wasn't in the kind of shape it is now. I only remember being up to my axels in mud twice thinking don't slow down now...the same with the snowdrifts outside of Destruction Bay. The only car issue I can remember was my windshield wipers not operating at times. That was a little bit of an issue when you had trucks passing you at night, of course in the rain. Arrived in Anchorage October 15th (1984) and the car and I have lived here since.

The Bavaria and I have had a long love-hate relationship. I've had to spend hours on various problems with carburetor needle and seats and base gaskets, the starter, a broken valve (in 2010) requiring the head to be removed again, but I've also made many improvements like having the motor rebuilt and putting in a 5-speed transmission. The interior could use a little freshening up, but other than that the car is good. It's my daily driver from April through September every year (even though I also have a 335xi we picked up at the Welt in 2008). I've owned this car for 31+ years and don't have any plans on getting rid of her anytime soon, no matter what happens since I've pretty much seen it all.



BMW Car Club
of America
Inland Empire Chapter



Celebrate your Membership!
IEBMW CCA Stickers available for \$2 each
Contact Chris Brown at addax4@mac.com

2 Day High Performance Driver Education (HPDE) Spokane County Raceway: May 24 & 25, 2014



Registration is now open on Motorsportsreg.com for a HPDE on May 24-25, 2014 at Spokane County Raceway. Hosted by Advanced Auto Fabrication, this event promises to be a great one including instructors you will recognize from previous BMW CCA Events. Log onto www.motorsportsreg.com to check out the details or contact Nicole Altese at svnicole10@gmail.com for any questions. For those of you already signed off solo at SCR, make it a 3 day event by signing up for the AAF FATT (Friday at the Track) Day available on May 23rd. This is a separate event with separate registration on motorsportsreg.com.

Click on the QR link above for a direct link to registration and more information

Upcoming Events

View Event List in Detail at www.iebmw.org

April

3: General Membership Meeting

26: Jigsaw Rally

May

8: General Membership Meeting

14: Burgers and Bimmers

17: Drive to Leavenworth, WA with Tri Cities group

23: AAF FATT (Friday at the Track) www.advancedautofab.com

24-25: AAF HIGH PERFORMANCE DRIVING SCHOOL

(see above for more info)

31: Tech Session at Camp BMW

June

5: General Membership Meeting

13: AAF FATT

16-20: BMW CCA Oktoberfest: Beaver Creek, CO

28: River Dance Drive

July

18: AAF FATT

27: Drive Location TBD

August

7: General Membership Meeting

22: AAF FATT

23: Show and Shine at Camp BMW

September

4: General Membership Meeting

12: AAF FATT

20: Odessa German Deutschefest Car Show



2014 Winter Games

We're not talking about Sochi Russia.. Oh yeah, they have BMW bob sleds, what I'm talking about is the Winter Rallycross held annually by our friends at ASNW. Our members are invited every year to participate in the winter fun rally held in the snow on the Deer Park airport runway. This year the snow was just right. Not too wet, not too deep -a perfect 6 inches, just enough to make silly, slippery driving safe with lots fluff for show. The cones are placed with generous space allowing all drivers lots of room and very few cones were ever hit during the day. I "borrowed" my wife's 330xi equipped with snow tires for the day. The weather was perfect at 26 degrees with little wind. The course is flat and wide with little chance for calamity. My big idea was to leave the DSC turned on. Go like hell and let the dreaded computers do their thing. Ha! My first lap on the course was 74 seconds (and the computers did keep me very composed) but the time was significantly slower than my fellow racers. So, throwing caution out along with a rooster tail of snow, I turned the DSC off for my next lap. Ten seconds faster! So much for the German calibrations for speed vs lateral control! I spent the remainder of my runs with the computer nanny OFF, honing in on the slippery line and making deals with God regarding the two big sweepers on either end of the course while shaving another 15 seconds off my time. Watching the other cars on course as each one in turn takes a lap is fun too, Audi, Subarus and bimmers new and old just having a ball and its LEGAL! As the course became well traveled ice patches materialized and driver line corrections became necessary- all good learning when feeling your way around a track. Since the Inland Empire chapter supports ASNW, (Auto Sports North West, the Spokane autocross group) our members receive reduced prices when we participate in autocross events. So for a few bucks, you can have a great time like I did on that snowy day. I can tell you that it's a great way to get out and have a blast in your car, improve your skills (without any annoying bright blue lights) and it's easy on your car. Young driver in your clan? This is a perfect way to get them out for some father or mother bonding fun time. The new driver in the family will cherish the time together and you will be happy they became more educated drivers. Its no secret that BMW / MINI drivers are some of the best drivers on the road and the reason is the cars man, the cars! they beckon us to greatness. From the winter games throughout the driving season, the autocross group is a fun and welcoming group, find them here at:

<http://www.autosportsnorthwest.org> and we will see you in the drivers seat. Spring is here enjoy!

Story by Chris Brown, IEBMWCCA Vice President

Photos, including cover: by Michael Poorboy