



**Special points of interest:**

- Board Members
- Full schedule of events
- Driving Event Information

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# Summer Driving School

The second of our three annual driving schools will be held in June. It's great fun for everyone involved and provides a perfect opportunity to learn car control, which can have a profound affect on your ability to negotiate slippery Northwest winter roads.

For more details visit our website at [www.iebmw.org](http://www.iebmw.org) and see the Calendar of Events section of this issue for schedule and other details. You will also find a Driving School Application and Tech Inspection Form on the website.

# Chapter Congress 2007

## A Trip to Valley Forge for the Chapter Congress 2007 AND Looking for George

I knew heading out the front door, I wasn't going to see George Washington walking around with a horsehair wig or his grey stallion. But, I was interested in visiting his 'ole stomping grounds and sleuthing clues of his existence.

My morning started with last minute packing and knocking back some instant coffee enroute to the Spokane International Airport for a 6:30 a.m. flight to O'Hare. After a moving view of endless and always intriguing farms, and glimpses into Western Farm Life from 20000 feet, we landed in Chicago. While waiting to catch my connecting flight, six other travelers and I were bumped, instigating a better alternative than sitting for three hours. I opted for an 'O'Hare Dash,' running from one end of the colossal air-

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## General Information

Please send address changes to the National Office or email them to [bmwclub@aol.com](mailto:bmwclub@aol.com).

### Monthly Member Meeting

2nd Tuesday of the month, 6:30 pm. at Perkins Restaurant, 5903 N Division, Spokane, WA. Across from the Franklin Park Mall. Members are encouraged to attend. A short business meeting will also be conducted. Occasionally a meeting may be skipped or location changed. Please contact a board member before each meeting.

### Inland Empire Chapter Website

[www.iebmw.org](http://www.iebmw.org)  
Webmaster: Miki Haraguchi

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## Calendar of Events

### High Performance Driving Schools

June 23-24, 2007

October 13-14, 2007

Spokane Raceway Park

Scott Adare

(509) 466-6731

[sadare@aol.com](mailto:sadare@aol.com)

### Autosports Northwest Autocross

<http://www.autosportsnorthwest.org/>



## President's Corner

Hi everyone,

Summer has arrived!! Our June driving school is filling up and Chris is planning a one day club road trip for later this summer or early fall. Elwanda and I are in the midst of planning our retirement home and we may be able to have it built this year, instead of next year. We are excited and a bit stressed by all the details that need to be accomplished prior to actual construction. We have been working towards this goal for the past 13 years. We also will celebrate our 40th wedding anniversary this month.

Our monthly membership meetings include a short board meeting and then general discussion about a wide range of topics. The meetings are scheduled for the second Tuesday of each month. Please contact myself or another board member to confirm the date, place, and time. I



hope each of you has a fun filled summer. Our newsletter editor, Larry, would welcome articles from the membership about their summer trips, driving experiences, or car care tips. He also can feature your car, with pictures, in the newsletter and Miki can place your article and pictures on the website.

Ken Groves  
President  
Inland Empire Chapter BMW CCA

## New V8 Power for the M3

Its name alone spells out the epitome of ultimate driving pleasure: the BMW M3. And now the new version of BMW M GmbH's most successful high-performance sports car bears out this claim once again, at the same time providing a thrilling answer to the question asked by so many sports car fans around the world whether a further improvement is still possible at all. And the answer is yes – for the new BMW M3 offers more in every respect.

This applies not only – but particularly – to the power unit: After 15 years and two model generations, the trendsetting six-cylinder has now found its successor. The new BMW M3 is entering the market with an eight-cylinder power unit – more cylinders, larger capacity, more power, higher engine speed. And it is fair to say from the start that this will also mean an even more thrilling experience on the road.

The benchmark the new power unit was required to exceed could hardly have been greater: BMW's 3.2-litre straight-six has gained fame and admiration the world over, receiving a long list of awards and prizes. Acknowledged several times as the "Engine of the Year" and developing a supreme 252 kW/343 hp in its last version, this power unit made the BMW M3 not only the ultimate performer in the segment of high-performance sports cars, but also a genuine best seller.

The fact still remains, however, that everything has its time. And now the time has come for the six-cylinder to bow out and leave the stage. The time has come for the advent of the new V8 in the new BMW M3.

The specifications of this new high-performance power unit alone clearly confirm the enormous progress this engine has to offer. Engine displacement is 3,999 cc, maximum output is 309 kW/420 hp. Peak torque of 400 Newtonmetres or 295 lb-ft is just as impressive as the top engine speed of 8,300 rpm. So clearly, the new BMW M3 is striking out for the top right from the start through its thrilling performance.

Displacing 500 cc per cylinder, the new V8 power unit meets the ideal concept of the most demanding engine designers right from the start through its engine dimensions alone. And the other design criteria – all the way from the engine's dimensions and filling capacities through the number of components to the weight of the engine – likewise represent the very best achievable today.

Over and above these qualities, the new eight-cylinder offers all the typical M-tuned features of BMW's regular production cars such as double-VANOS, individual throttle butterflies, and high-performance engine electronics. At the same time the number of cylinders, the M high-speed engine concept,

and the low weight of the engine clearly prove that the responsible engineers, in creating this power unit, were inspired and guided by the eight-cylinder featured in the BMW Sauber F1. For the new engine has many features in common with the latest

## Classified Ads

### Preserve BMW CCA History

The Club Archive is looking for Oktoberfest or chapter event trophies, shirts, pins, posters, wineglasses, dash plaques, grill badges, programs or anything else. Anything from the club's past for the Archive/Museum. Do you have extra items you would consider donating? Contact Michael at (864) 250-0022 or [mmitchell@roundel.org](mailto:mmitchell@roundel.org).

Businesses may place an ad in Auspuffanlage for a minimal charge. Club members may advertise free of charge.

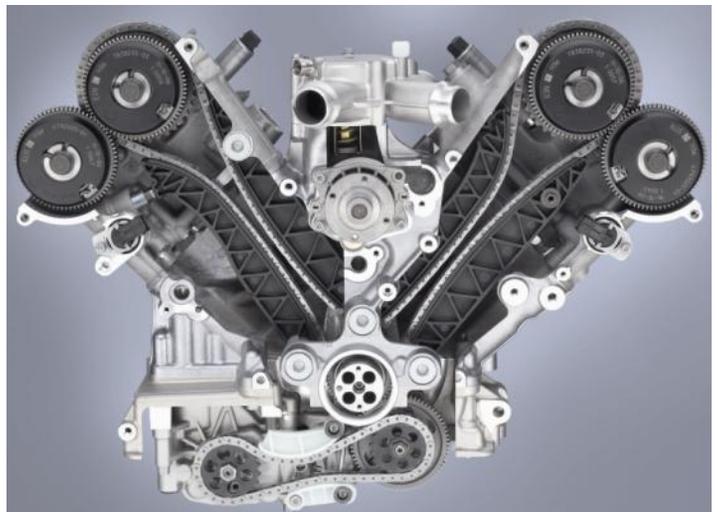
- business card sized ad \$10.00 per issue, \$50.00 per year
- 1/4 page ad \$25.00 per issue, \$100.00 per year
- 1/2 page ad \$50.00 per issue, \$200.00 per year
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Yearly ads must be paid in advance. Contact the newsletter editor to place an advertisement.



power unit highlighted by BMW in Formula 1, with various technological concepts and principles, production processes and materials carried over from the Formula 1 engine to the drive train of the new BMW M3.

In terms of specific output, the new V8 significantly exceeds the benchmark of 100 hp per litre acknowledged as a convincing sign of sporting power and performance. But even so, power is not everything. Rather, the dynamic driving experience provided by a car depends to a great extent on its acceleration and handling, resulting, not least, from the weight of the car and the actual thrust of the engine. The thrust or traction acting on the drive wheels, in turn, results from engine torque and the overall transmission ratio.



port to the other within ten minutes, spending time at track schools came in handy as I calculated and weaved my way through the herds barely making a flight that repaired my original itinerary.

Much of the strength of our club comes from sheer numbers: nearly 66,000 and counting making it possible to have a large group meeting, 140 plus delegates coming to the 2007 Chapter Congress: Volunteers for the love of their cars and club.

Arriving in Philadelphia, I made a quick step to the shuttle and met my designated rental-car poolers, whom hailed from Reno, Nevada. I was happy to have the mother-in-law position because it was rush hour in Philly, and a tad overwhelming for a kid from Spokane, Washington.

We became solidly positioned in stop-and-go for one and a half hours, aided only by the ever-present voice of (so dubbed) Margaret, a portable navigation system, Bruce Arkell thoughtfully packed, Bruce seemed to be a little entranced by the sound of Margaret's irritating voice and Jeff Warner complied with her every nagging whim from the helm of the car. With no sign of George or Ben Franklin, we managed to find our hotel in Valley Forge and room assignments. The lucky ones came by BMW cars, traveling from nearby chapters and neighboring states. The majority came by plane, running aerial milk runs as I did trying to save dollars for national.

That evening we met fellow group members from as far as Hawaii and other corners of the country. As the cocktails poured, the car stories and club issues became interesting conversations.

There wasn't a chambermaid in sight, nor a butter churn, only the modern conveniences of a well-run hotel. The morning brought breakfast and morning meetings.

Officers channeling into different lectures, we as a group listened to experts on Volunteerism, Internet synergy and motivational discourse. Ample time provided for Q and A's, many interesting concepts, as well as new tools were being shared. My briefcase became stuffed to the brim with new information to be shuttled to the Inland Northwest Chapter.

Washington would have given his wooden 'T' teeth for the meal we were treated to that evening. Not a grimace in all the ranks as we were treated to oceanic hor d'oeuvres, breads, and the choice of turf or surf as a main course.

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## **THE BMW *ULTIMATE* CLEAN CAR CONTEST CONCORSO ITALIANO BLACK HORSE GOLF COURSE AT MONTEREY BAY**

On Friday, August 17, 2007, the Central California Chapter will host its 12th annual *ULTIMATE* Clean Car Contest at the Black Horse Golf Course at Monterey Bay. As in years past, the *Ultimate* Clean Car Contest is held in conjunction with Concorso Italiano. The event will be held within the confines of the BMW parking corral provided for you when you attend the Concorso Italiano. Your entry fee to the Concorso Italiano guarantees you preferred parking within the corral, literally several feet from the concours area. You are also given the option of having your BMW judged or placed for viewing. There is no extra charge to enter your BMW in the clean car contest and trophies will be awarded to class winners as well as special awards for the BMW

driven the farthest, highest mileage and more. This year we will have special parking areas to honor the M5 series. The corral area at Black Horse is spectacular with cool green grass and a beautiful view of Monterey Bay. Truly a great place to show off your BMW. Get there early if possible.

There are many automobile events happening this weekend including the Monterey Historic Automobile Races, the Pebble Beach Concours d'Elegance as well as the Concorso Italiano. Please be advised that separate entry forms and/or tickets are required for each of the weekend events.

For information about the *ULTIMATE* Clean Car contest go to our chapter's website at [www.ccbmwcca.com](http://www.ccbmwcca.com) and click on the Activities button. There you will find links to an information letter as well as an entry form to pre-register for the clean car contest.

Also, don't forget about Golden Gate Chapter's corral and activities at the Monterey Historic Car Races at Laguna Seca August 18-19. Go to [www.festorics.org](http://www.festorics.org) for information and check out the "*Festorics*" ad in upcoming *ROUNDEL* issues. See you there!

Late evening spun into early Sunday morning coffee and A.M. meetings. Breaking into meetings by regions, the Our Pacific's was shepherded by Steve Johnson VP of the San Francisco chapter. After a light session of concerns, we were given our leaves. After a day and a half of meetings, lectures and social events, it was time to say goodbye to many new faces from other chapters.

Margaret was waiting as we loaded the soulless Detroit-issue 4-door. Bruce, Jeff, and Evan a fellow bimber-phile from down south



and myself had two hours of time to burn per our flight schedules. Jeff and Margaret made a compelling couple as we made our way over the river Delaware and into the city. We found charm and stress in the narrow streets of downtown Philly in search of food, Independence Hall, and George.

No carriages, no smithies found as all that surrounded us seemed to be steel, glass and a whole lot of modern.

Lunch was had in an ordinary way, in a Ma and Pop-esque café with folks that were much like us. The detour felt fruitless until we rounded a bend merging into five lanes of traffic heading directly into Independence Hall.

The building seemed to be an elegant mirage from days past. But there it was. Jeff maneuvered the car smack dab into the middle of the street and stopped so that I could get a snap shot. A clean photo was taken while unsympathetic cabbies got their fill of their horns.

Inside that building were those documents that describe our great America, the big experiment written so many years ago. I am a tad embarrassed to admit inspiration from the sight, and knowing George Washington had walked up the same steps many a time.

I gave George a nod as the omnipresent Margaret imposed her will & knowledge on our crew, not forging over the Delaware in frigid temperatures, but going to the airport in a comfortable car guided with constant connection to a satellite in space. How time has changed things and now it was time for us to part ways: Members, with our latest marching orders from BMW CCA .

If George were to have had Margaret in 1776, he would have tossed her overboard. He knew where he was headed, and we the BMW Club have a renewed compass for our travels too.

Chris Brown, IEBMW Chapter

BMW Car Club of America,  
Inland Empire Chapter

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## My BMW

We want to continue our section where we feature one of our members and their BMW. We have a questionnaire to fill out asking numerous questions about your car. We will need a complete bio on the car, pictures, where you got it, how long you've had it, why is it special to you, favorite place to drive it, where you would like to drive it, things of that nature.

It will be fun and interesting to learn about some of the cars that are right here under our noses. I know there are some unique specimens near by.

So, if you would like to share your BMW with us, contact Larry Simmons at (208) 265-7888 or email me at:

[editor@iebmw.org](mailto:editor@iebmw.org).



The Ultimate  
Driving Machine

