

Roundel

NOVEMBER 2010

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SUMMER CONCOURS AT MONTEREY · OKTOBERFEST 2010 · OLD-SCHOOL RACING

ROUND



Roundel

VOL. 41 NO. 11 NOV 2010

COVER

Monterey morning dew covers Jim Smith's BMW 327/28 at the Western Summer Concours. PHOTOGRAPH BY ANDREW MACPHERSON

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To advertise (commercial ads):

Michael Slaff, *Roundel* Ad Rep., 22 Woburn St., Ste 36, Reading, MA 01867; 781 944-3900; 781 944-3901 (fax); michael@131main.com

Editorial Office:

Satch Carlson, 8629 Via Mallorca Unit F, La Jolla, CA 92037-9017; satch@roundel.org

To Reach Us:

[first initial][last name]@roundel.org

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A week after their first win of the season at Road America, the BMW-Rahal Letterman M3s took on Mostport. DAVID HUETER





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Staff Accountant Peggy Helmke
Chapter Relations Tricia Jones
Chapter Relations Steven Schlossman
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Columnists Bill Auberlen, Marc Biunno, Mark Jon Calabrese, Dave Farnsworth, Bill Howard, Jenny Morgan, Mike Self, Rob Siegel, Sam Smith, Jeremy Walton

Writers and Photographers Steve Bartolucci, Peter Brock, David Haueter, Brian Hollingsworth, Kelly Kirkland, John Lamb, David Lightfoot, Klaus Schnitzer, Terry Shea, Dan Tackett, Bailey Taylor, Jon van Woerden, Chris Wright

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The mission of the BMW CCA is to enhance the BMW experience for our members by providing services, support, information, and activities that promote camaraderie and encourage social awareness and responsibility.

As the voice of the BMW CCA, *Roundel's* mission is to inform, entertain, and promote a sense of community for our members.

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Roundel

No, your eyes aren't playing tricks. Two BMW CCA events a week apart, two great photographers, two unusual cover photographs with supporting table-of-contents images: decisions, decisions, decisions.

Our Oktoberfest celebration usually gets pride-of-place when it comes to feature coverage. After all, it is our biggest national event, and it has 41 years of tradition. And as usual, photographer Jon van Woerden did a yeoman job of scurrying around to capture a week of the BMW CCA at play in Wisconsin. Surely the rarely-seen Z1s of Lou Ann Shirk and Fran Hughes make a wonderful portrait together.

But then there's Jim Smith's coupe.

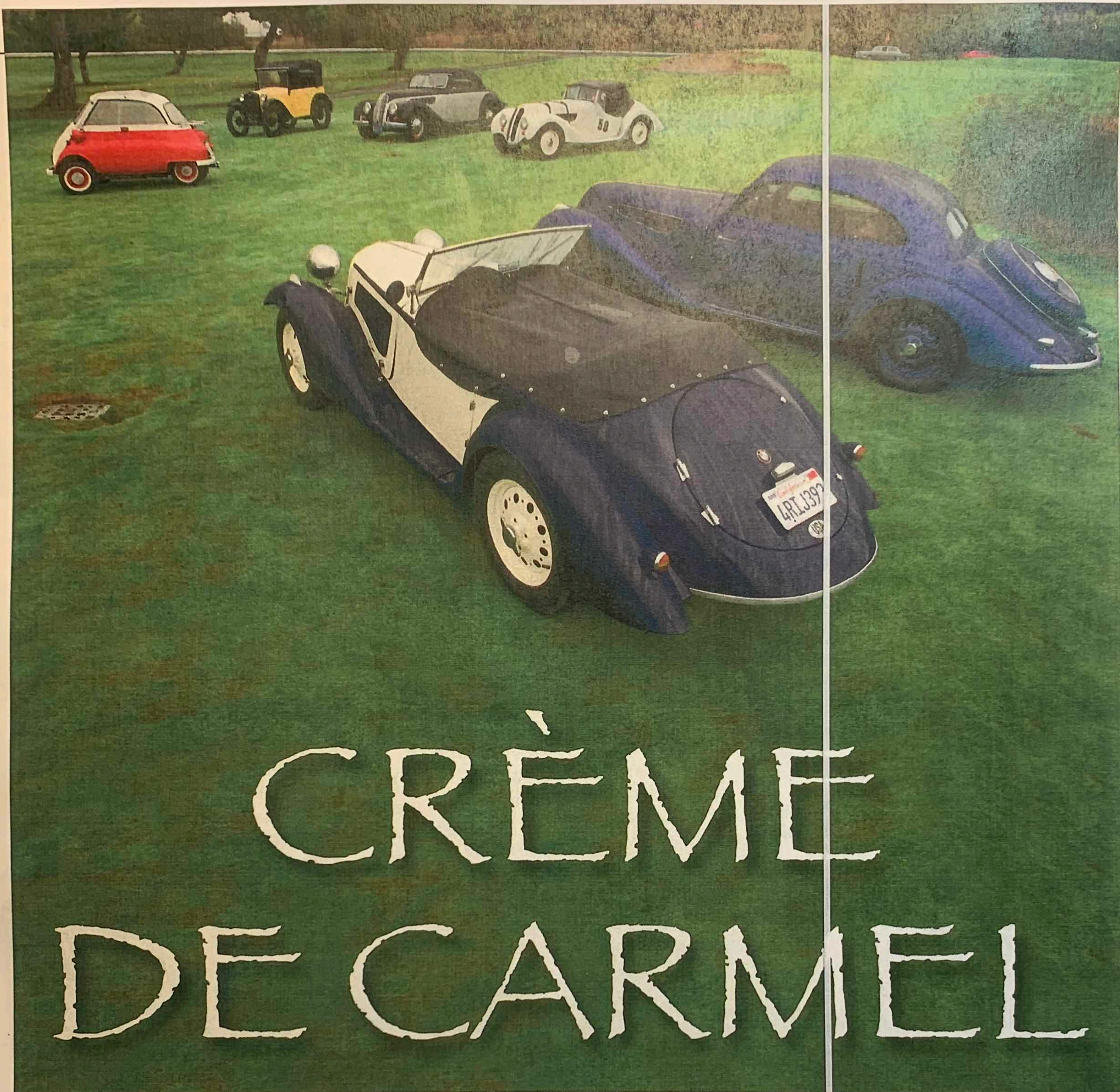
The 1938 327/28 pillarless coupe was one of the stars of the CCA's other big summer event, the BMW Festorics in Monterey, where the Central Cal Chapter presented the Western Summer Concours. While it may not be Oktoberfest, the Monterey event has had national support for the past two years, and it looks like another big hit for BMW CCA members looking for a significant event west of the Rockies.

I love the morning mood so vividly captured by photographer Andrew Macpherson in his photographs of the event, the heavy Monterey mist bejeweling the cars in quiet splendor. And when I came to the head-on shot of the coupe, I knew it had to grace the cover—especially with the close-up of the rear of the car for the contents page.

But then, I really, really like the Z1s, too....

I hope you enjoy our solution to this dilemma. Meanwhile, if you can't get enough of van Woerden's Oktoberfest coverage, he has arranged an entire online gallery of this year's images at www.tinyurl.com/2010ofest. Starting in November, you may go online to see all of our Oktoberfest images; you can even order prints or high-resolution files directly from Jon Vee-Dub.

And next year the Festorics and Oktoberfest will be a month apart. Hallelujah!



ANDREW MACPHERSON

CRÈME DE CARMEL

THE BMW WESTERN SUMMER CONCOURS WAS THE HIGH POINT OF THE MONTEREY WEEKEND.

STORY AND PHOTOGRAPHS BY PAUL DUCHENE

Monterey is different things to different people—even BMW-specific enthusiasts. There's the famous Pebble Beach Concours (see page 52) for those who mingle with the high-dollar set while they show off their *objets d'art*. That stratum may also be encountered at the Quail, at Concorso Italiano, and at various collector-car auctions held during the week.

For BMW fans with an urge to buy a vintage BMW during the Monterey week—something in a pre-war 328, perhaps?—there were three to choose from at auction. RM sold a white driver-quality

1939 328 for \$539,000; Bonhams got \$667,000 for their much sharper white 1937 328. (If this is the 1937 BMW 328 bought new in June 1937 by Carl Max von Sandizell, of one of the oldest families in Germany, it has an interesting history. Count Sandizell was a privateer racer with Ernst Loof's BMW racing department, and the car was at one time owned by American collector Oscar Davis. It was spotted for sale in England early this year at a posted £37,000, so if somebody bought it for that and flipped it in Monterey, they pulled off the deal of the century.—SC)

Meanwhile, Gooding had a bronze-colored 1938 328 which was a no-sale at an estimate of \$375,000–\$450,000. Go figure. RM also sold a tidy 1974 square-tail light 2002ti in a questionable turquoise metallic for a surprising \$24,200.

As for those other Deutsch marques, a Porsche 917 brought a new record for any Porsche sold at auction: \$3,965,000. And a rare 1930 Mercedes-Benz 7.1-liter SS Tourenwagen sold for \$2,537,000. So prewar BMWs are still a relative bargain.

For racing fans—yes, they race at Laguna Seca, don't they?!—if you dropped

by the BMW CCA Festorics corral at the historic races at the track, you could have seen two Batmobile CSLs doing battle in Class 6. Andrew Cannon's '74 3.0CSL had period history: a first at the Nürburgring in 1975, a second at Diephole, and a first at Zandvoort. It scored a second at Vallelunga in Group 5, a fourth at Silverstone, was second in GT at Le Mans, and raced at Laguna Seca in 1977 in IMSA, coming in seventh. By contrast, Henry Schmitt's 3.5CSL has been historically campaigned since 2007, at Coronado, Laguna Seca, and Reno.

The BMW CCA and Porsche clubs shared the Turn Five hospitality again for the BMW Festorics, where there were several interesting models on display, including the new Alpina B7. The Festorics corral also provided special parking for a fleet of Rolls-Royces and their chauffeurs for American Express cardholders—ah, the good life!

But the highlight of the Monterey week for BMW fans had to be the 2010 West Coast Summer Concours. That splendid array dawned on the fairway of Carmel's Rancho Cañada golf club on Friday the 13th under the usual morning gray—a concern that disappeared as if the sky had been wiped like a misty windshield by about 10:30 a.m. Held in conjunction with Mercedes-Benz and Porsche clubs for the first time, to fulfill its "Legends of the Autobahn" title, the Central California Chapter

event included corrals and judging areas for all three clubs. A cursory count at 10:00 a.m. totaled 46 BMWs, 33 Porsches, and sixteen Mercedes presented for judging, with another 200 cars of the same marques in the parking area.

The concours included a number of rare BMWs—including one of the first two BMW 1600s imported into the U.S. in 1966, and a BMW Glas 1600 coupe that stopped by on its way to Colombia—but the most interesting aspect of the show was historical. **Half a dozen cars from Jim and Gloria Smith's collection in Sonoma**, along with cars from Jim and Mary True and Jerry and Diane Dotson, presented an almost complete history of pre-war BMWs, starting with a sunny yellow 1929 Dixi tourer—**think Austin 7 Chummy, with everything on the wrong side, and you get the idea.**

Next in chronological order was Jim and Mary True's venerable 1934 BMW 309, a veteran of many a historic tour—quite a challenge these days in a car with an optimistic top speed of 50 mph. The Trues' 309 is especially ironic because Mary and Jim are both members of Bonneville's 200-mile-an-hour club!

Another 1934 model, Tom Graham's 319 cabriolet, would have been a nice contrast, but alas! Its distributor sheared a drive pin on the way to Monterey, so the car was a no-show.

The Smiths filled the space with a rare 1935 315/1 roadster, the car that paved the way for the giant-killing 328s to follow. Only 142 315/1s were built; Smith's frame languished in his shop for twenty years until he found a body in Czechoslovakia in 1979. This car covered 4,000 kilometers in 2001, completing the cross-continent Classic Marathon Rally through several countries bordering Germany.

Smith's 1938 BMW 327 cabriolet has a number of unusual features, including steel windshield posts, a lack of space under the doors, the windshield-wiper mounting location, and the lack of fresh-air ventilation. Smith was at Oktoberfest in San Diego when a visitor from Minnesota told him about the car; it looked okay in the photos, so he bought it. It turned out to be rather disappointing, but seven months and 1,400 hours of labor later, Smith and the 327 successfully crossed the U.S. in the Great American Race.

Jerry and Dianne Dotson's lovely two-tone 1938 327 cabriolet gave viewers a chance to compare the dissimilarities between two supposedly identical cars. Indeed, Smith had thought his car was modified to make it into a drop-top—until he spotted the same car in a BMW print ad from the 1930s. Different coachbuilders account for the discrepancies in factory-built cars.

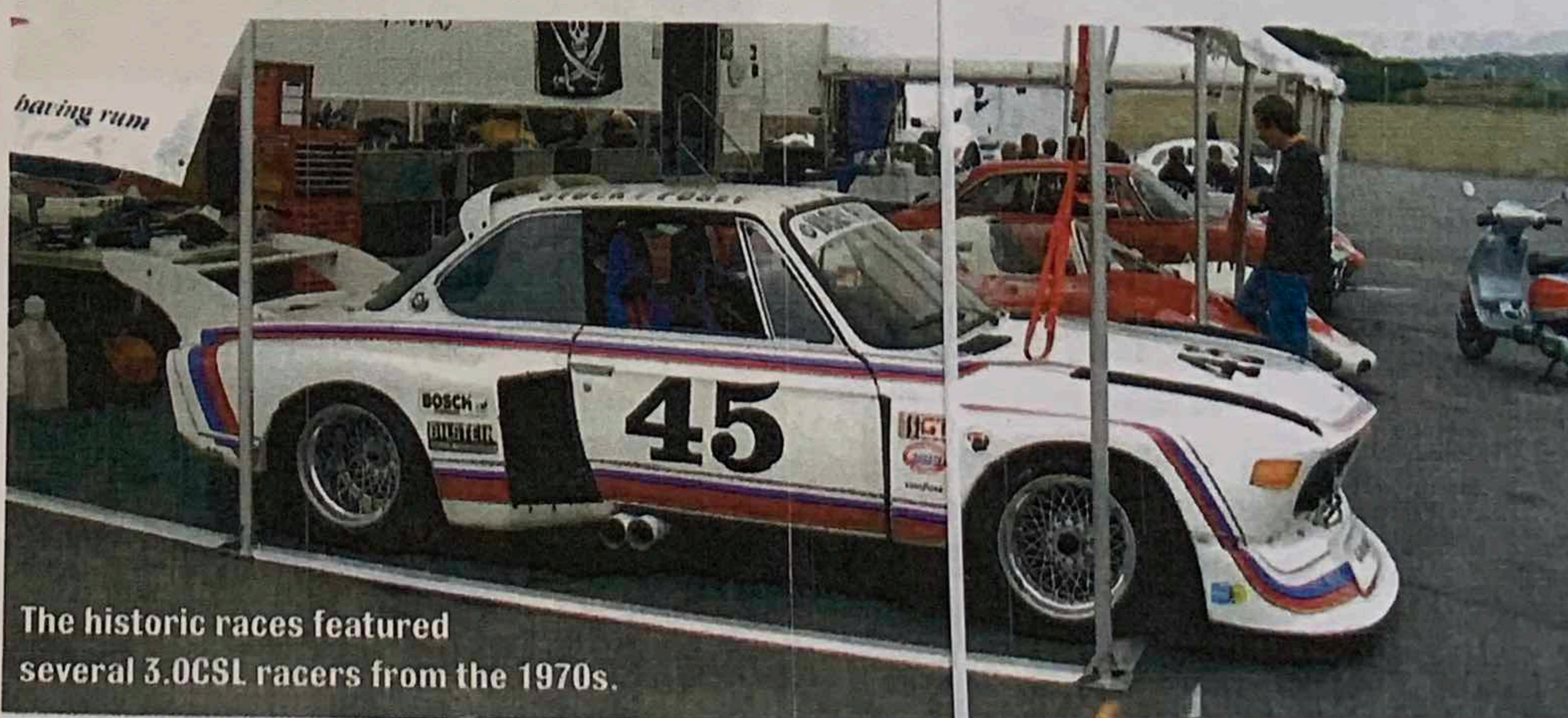
That tendency toward custom coachwork also explains Smith's handsome dark blue 1939 327/328 pillarless coupe. (The



Jim and Mary True's 1934 BMW 309 is the veteran of many historic tours.



A 328 said to have raced with Ernst Loof's factory team sold for \$667,000 at the Bonhams auction.



The historic races featured several 3.0CSL racers from the 1970s.

"slash 28" is the hot-rod version of the 327, with the 328's 80-horsepower hemi engine.) This is one of two known pillarless coupes; the other 498 327 coupes had a post behind the door. Smith tracked this car for many years before he was finally able to buy it in 2006.

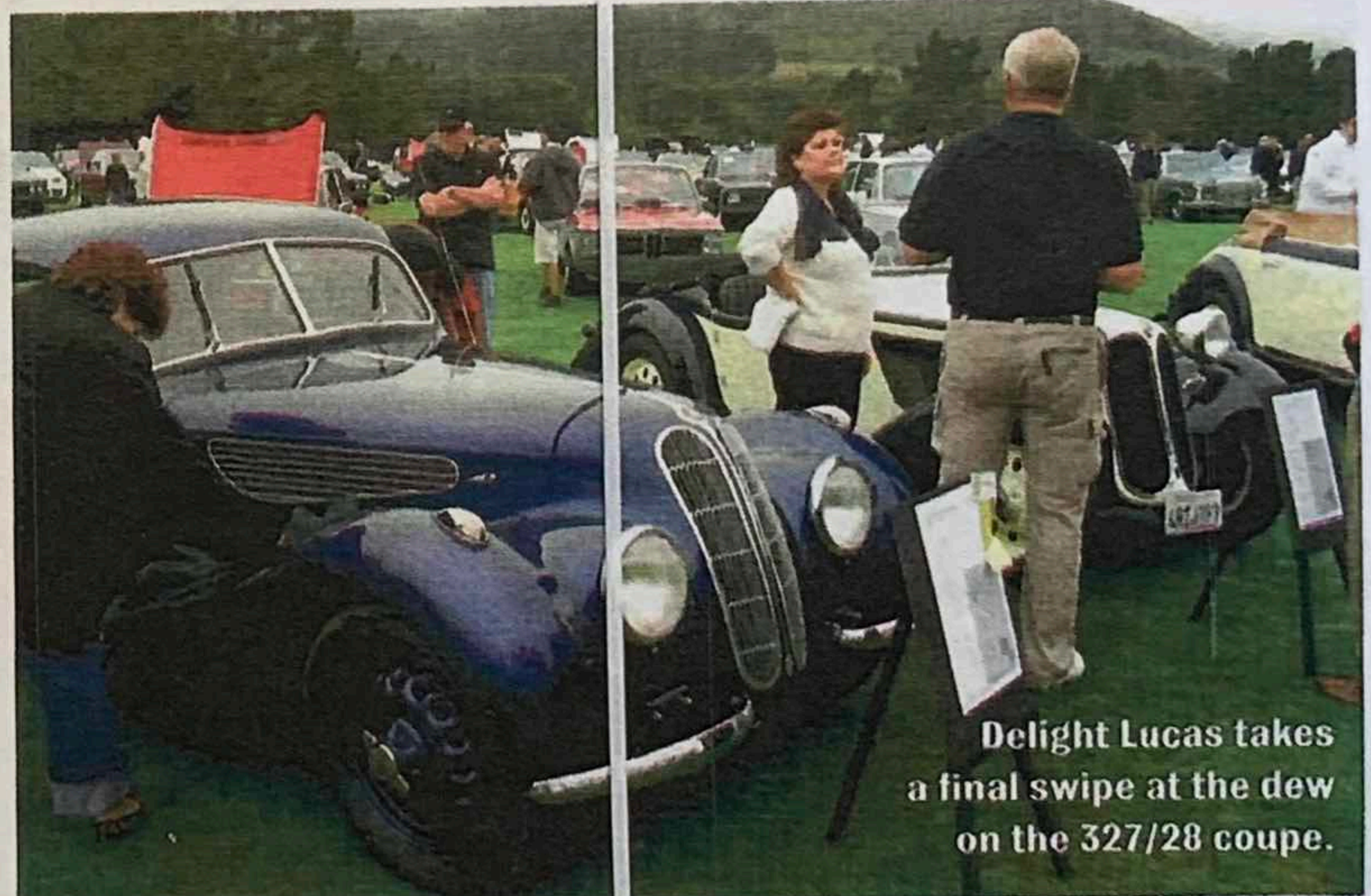
That brings us to the white 1939 328 roadster, the definitive pre-war BMW. In its day, the 328 quite simply dominated two-liter sports-car racing in Europe. Smith's car has competed in the Mille Miglia, two Great American Races, two California Milles, the Copperstate 1000, and the Colorado Grand. A true sports-racer before and after the war, the 328 was meant to be driven—and this one has been. In fact, there was quite a bit of driving involved in getting this car; a nationwide search by motorhome for a 328 roadster was completed, ironically, when a friend sold him this car locally.



Damien Speno's beautiful black-cherry Gullwing was the hit of the Mercedes-Benz section.



Jerry and Dianne Dotson's 1938 327 cabriolet defines pre-war BMW open-air motoring for up to four people.

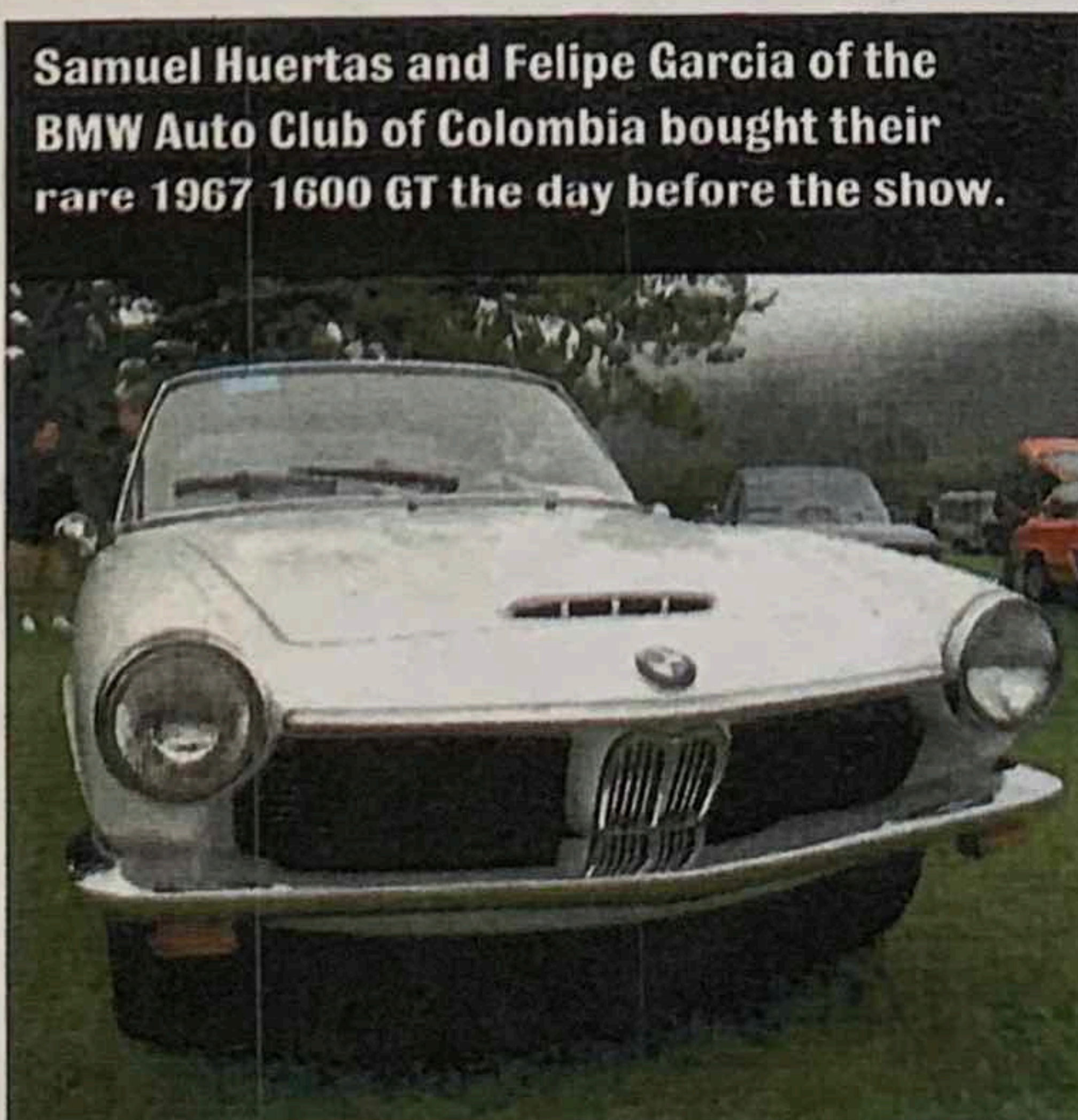


Delight Lucas takes a final swipe at the dew on the 327/28 coupe.

The 1955 Isetta brought by the Smiths is a German model, with the early bubble windows instead of the later sliding type. It also lacks the bumpers and larger lights of the U.S. model. The Isetta was designed in Italy; built by BMW under license (and vastly improved), it's the car that saved BMW in the late 1950s, when few in Europe had any money. It's also one of the few microcars made by a company still in business that can provide spares.

Over in the Mercedes-Benz corral, Damien Speno's 1955 300SL Gullwing drew crowds all morning with its black-cherry paint and white leather interior, while beside it a fabulous blue-and-silver Mercedes 220S convertible showed clearly how much the rare two-tone paint scheme does for these cars.

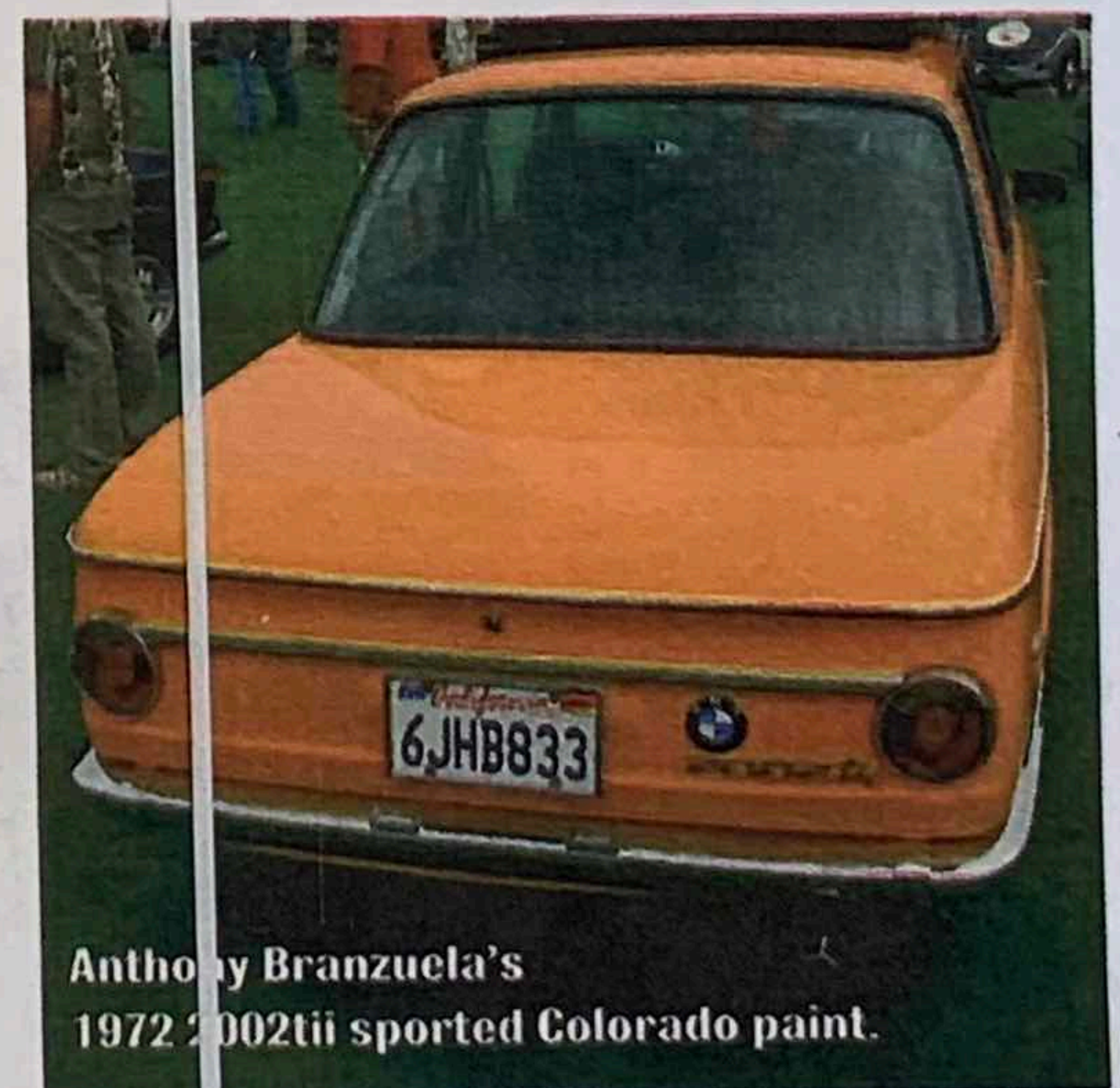
Most present BMW owners first became aware of the marque through the 2002 in the early 1970s, and in particular the mechanically fuel-injected tii models. Those fans must have included Anthony Franzuela, whose 1973 tii sports the very



Samuel Huertas and Felipe Garcia of the BMW Auto Club of Colombia bought their rare 1967 1600 GT the day before the show.

popular Colorado orange color. Drawing another crowd nearby was a rare—1,002 were built—1967 1600 GT, developed by Frua for Glas in 1963 and re-badged as a BMW after the takeover of Glas in 1966. Just the day before the show, the car was purchased by Samuel Huertas and Felipe Garcia of the BMW Auto Club of Colombia, its odometer showing 85,579 miles.

Not being judged—but impossible to



Anthony Branzuela's 1972 2002tii sported Colorado paint.

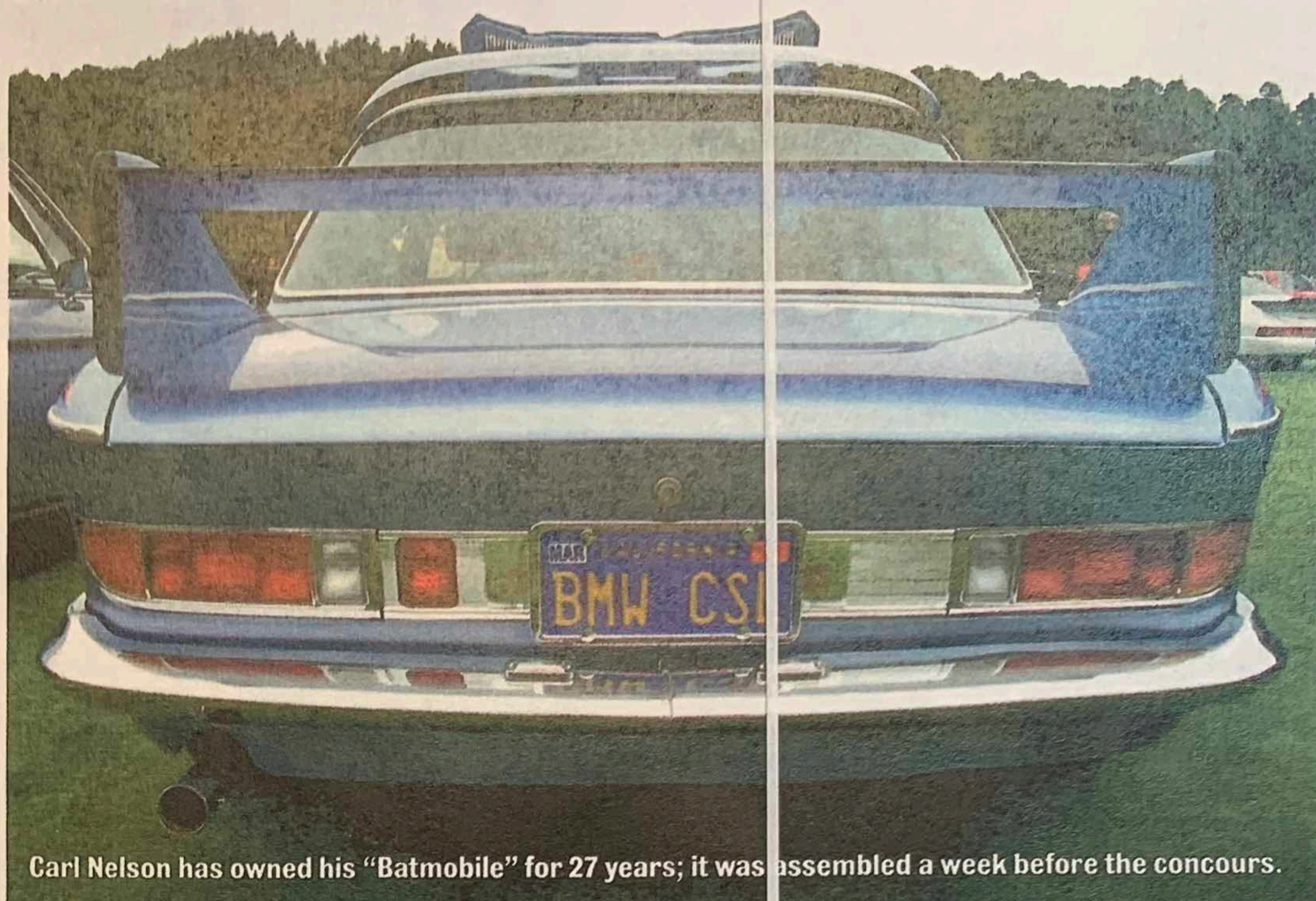
miss!—was Carl Nelson's stunning blue-and-silver 1973 3.0CSL Batmobile coupe—a car he's owned for 27 years. Indicated mileage was 18,000 kilometers, probably in a very short elapsed time.

One car that's rarely seen in the U.S. was Steve Padrick's bright orange 1974 BMW 1802 Touring hatchback. He's owned it for four years, and estimates that it has covered 210,000 kilometers. BMW

2002 Turbos didn't make it to the U.S. officially, either; when you look at Mike Brione's crisp white 1974 Turbo, it just seems like a damned shame. No wonder Brione's car won the 2002 Stock class!

Early E30 M3s are much sought after now, and Fred Larimer's red 1988 served as a good reminder that you haven't seen one for sale lately. It showed 143,319 miles, but it was extremely sharp, one of the 1,564 U.S.-spec cars of the 5,280 that were imported. In the going-even-faster category, John Calvin drove his gray 1987 Alpina B10 3.5 to the meet from Salt Lake City. The car indicated 129,397 miles, but didn't show them. Perhaps that's why he won the Open Concours class.

One of the very rarest cars at the show was also one of the most unobtrusive. Chris Willett is a BMW 2002 expert in Las Vegas, Nevada, who happened to pick up a parts



Carl Nelson has owned his "Batmobile" for 27 years; it was assembled a week before the concours.



Steve Padrick's Inka 1974 1802 Touring won the Open Class Clean category.



Mike Brione's white 1974 Turbo won the 2002 Stock class.



car from the little town of Jean (home of Clark County's oldest bar, the Pioneer Saloon, by the way). Curious about its gray-green Seafoam paint, six-volt electrical system, and odd tire and brake sizes, he searched through BMW records and discovered that it was one of the first two 1966 BMW 1600s sold in 1967 by Max Hoffman in New York. "I'm still looking for the other one," he said with a glint in his eye. (After the West Coast Concours, Willett listed the car on eBay—with a reserve price of \$16,02. The final bid was somewhat north of that figure: \$16,200.)

At the other end of the spectrum, though almost as rare, was Sacramento Chapter member Gil Caravantes' new Frozen Gray M3. That's the car for which you have to sign a contract promising to look after it properly, or your warranty evaporates and your first-born is kidnapped. With only 30



John Calvin's rare Alpina B10—none were officially imported here—drove in from Salt Lake City to win the Concours Open class.



ANDREW MADPHERSON



At the modern end of things, Gil Caravantes showed off his new Frozen Gray M3.



Chris Willett brought a 1600—one of the first two *Neue Klasse* BMWs sold by Max Hoffman in 1967.

2010 WEST COAST SUMMER CONCOURS

2002 | MODIFIED

1. Lee Papageorge, 1968 2002
2. Anthony Branzuela, 1972 2002
3. Daniel Echeverri, 1968 2002

2002 | STOCK

1. Mike Briones, 1974 2002 turbo
2. Richard Pellicone, 1972 2002tii
3. Chris Willett, 1967 1600

COUPE | MODIFIED

1. Wayne Wundram, 1972 3.5cs
2. Gary Collins, 1971 2800cs

COUPE | STOCK

1. Chris Macha, 1973 3.0CS
2. Kurt Delimon, 1972 3.0Cs
3. Murray Fowler, 1970 2800CS

VINTAGE | CLASS

1. Jim Smith, 1935 315
2. Jim Smith, 1939 327/8
3. Jerry Dotson, 1938 Cabrio

M CLASS | STOCK

1. Ray Terbens, 1985 M635i
2. Bob Lewman, 1985 M635i
3. Jerry Zack 2000 M roadster

M CLASS | MODIFIED

1. Eddy Funahashi, 1988 M3
2. Mike Fernandez, 1990 M3
3. Gilbert Dayao, 1998 M3

OPEN CLASS CLEAN

1. Steve Padrick, 1974 1802 Touring
2. Jeffrey Bryson, 1982 320iS
3. Bill Caldwell, 2009 328Ci convertible

OPEN CLASS SUPER CLEAN

1. Larry Walker, 1973 2002tii
2. Andres Alcaraz, 1998 740iL
3. Roger Scilley, 2001 318Ti

OPEN CLASS CONCOURS

1. John Galvin, 1987 Alpina B10
2. Ron Ferry, 1980 Dinan 3 Series
3. Martin Charles, 1975 2002 turbo

FARTHEST DRIVEN: David Splivalo, Iowa

LONGEST OWNED: Jim True, 1934 309, 47 years

HIGHEST MILEAGE: Murray Fowler, 1970 2800CS, 413,000 miles

sold in the U.S., it'll be a while before anybody at the show sees another one—except that in Monterey on Pebble Beach weekend, you could practically bet that two will meet at an intersection.

And finally, in a category where it's the driver who's collectible, Murray Fowler from Costa Mesa drove up in his 1970

2800CS, license plate BLUMAX1. He's 81 years old and he's owned the car since it was new. The navy-blue coupe with Alpina wheels displays 413,575 miles—probably more by the time you read this—and Fowler is the subject of a very cool BMW video advertisement. Check out www.tinyurl.com/BLUMAX1.

If you're on the West Coast, don't miss this event next year. The location worked very well, parking was no issue, and access to the site was relatively easy—always a major consideration on the Pebble Beach weekend. The 2011 BMW West Coast Summer Concours is scheduled for Friday, August 17, 2011. ♦

WHEN YOU HAVE LOTS OF VINTAGE CARS, YOU HAVE TO GET LOADED

BMW CCA members had last seen a major part of the Jim Smith collection when BMW was the featured marque at Monterey in 1996. Back then, BMW of North America transported several of Smith's significant cars from their Sonoma home, so we figured 2010 was the appropriate time to bring them back. After all, there were bound to be significant Porsches and Mercedes on hand for the Legends Of The Autobahn show at Rancho Cañada in Carmel, and we wanted a fine show of BMWs as well.

But what do I know about transporting collector cars? Nothing, that's what. However, BMW South County manager Jeff Gerken hooks me up with a transport company, and I make a list of the cars I think members would most like to see. We'd start with the Dixi, of course, and you can't leave out the Eisenach 340—it's ugly, but interesting—and the 700 coupe, and the 600, and—well, I narrow the field down to eleven cars that I think would tell the BMW story.

Then the transport guy calls back.

We had originally figured on a nine-car hauler, thinking we might be able to squeeze eleven BMWs in that space, since the Isetta and the Dixi are so small. But the transport guy now figures his rig is too big, so he turns us on to *another* transport guy, who asks the same questions about the size and number of cars, we'll get back to you, mmm-hmmm.

By now the concours is less than a week away.

When Transport Guy #2 calls back, he says he can't do it, either: Try Transport Guy #3. This turns out to be WinCrest Vehicle Transport, and they figure they can send two four-car haulers—but what's your budget? Mind you, quotes have been all over the place, but it's beginning to look like getting each car to Monterey and back will cost about \$700. Multiply that by eleven. Eeek.



The 315 takes the upper deck.

We finally settle on one four-car trailer, which needs only one driver and lowers our per-car cost to \$500. Jim Smith, who has cut his yearly Idaho fishing trip short so he can help us bring his cars to the members, decides he can probably skwoon on his Dixi and the Isetta onto one trailer that he'll tow to Carmel, bringing our total to six cars. It's half of my original wish list, but it will still be a spread of vintage BMWs that most members would never see this side of Munich.



The Dixi and the Isetta were squeezed onto one trailer.

Sid Haynes arrives on schedule with the transporter, swings it around, and lays out the ramps. In no time Smith zips up the ramps in the 328, running it up to the foredeck. Next is the 315 roadster that began the BMW roadster era in 1935. Once that's cinched down, the upper deck is raised, and Smith wheels the 327 cabriolet up the ramps and wedges it beneath the 315. Last up is the 327 pillarless coupe, and we are off to Carmel, Smith leading the way with the baby cars, me trailing behind the transporter to keep an eye on the—

Hey, wait a minute: the upper deck—is it *sagging on the right?*

Yes, apparently it is; every jounce on the highway seems to bring it closer and closer to the top bows of the 327. Frantic signals ensue, and our train pulls over for a look-see. Sure enough, a locking pin has come adrift from the right-side hydraulic—but we have caught it just short of disaster: No harm, no foul.

The rest of the journey is a humdrum of tortoise. Unloading, reloading, and offloading the cars in Sonoma after the concours, everything goes without a hitch. And the cars do seem popular with the crowd. All seem to agree that this game was definitely worth the candle, that the logistics were worth a few gray hairs. And I've learned an important lesson: Next time I need to transport a car, I'll just cut through the drama and give WinCrest a call.—Satch Carlson



A load of precious pre-war BMWs sets off for Monterey.

KELLY KIRKLAND