

MotorCityCourier



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Mark your calendar: The 15th Annual "The Devil's in the Details"

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Erhard BMW supports the Motor City BMW CCA



For decades, Erhard Dahm and his family have had a special place in their hearts for the members of the Motor City Chapter of the BMW Car Club. With our roots in the heritage of BMW racing we appreciate the enthusiasm for the brand shared by the club and it's members.

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Farewell To The M5 Touring

Alex McCulloch, February 22, 2020, Featured

They say that a good economy is like a gazebo: Multiple pillars must support the roof in order to...



Life Sideways: Drifting With BMW

Malia Murphy, February 14, 2020, Featured

BMW's can drift. I think we often confine BMW to a particular discipline of motorsports, which in turn leads...



Taking Stock Of Our Electrified Future

Alex Tock, February 8, 2020, Featured

Everywhere I look these days, I can see clear evidence of the trend toward automotive electrification. Being a resident...



My Head Is Filled With Electric Dreams

Chris Doersen, February 1, 2020, Featured

Change is inevitable and ever-present. The Greek philosopher Heraclitus said as much 2,600 years ago. What he forgot to...



The Next 50 Years

Scott Blazey, January 25, 2020, Featured

My two favorite car clubs have entered their second half-century. The BMW Car Club of America and the Kansas...

I know what you're thinking. It can't be that the issue you're holding in your hands right now—this (as usual) beautifully edited and composed edition of the *MotorCity Courier*—is the last one you'll ever see. The end of the world as we know it.

Well, perhaps not the forever last issue. There may be more. But it will be the last issue for a while. Why?

The National Office of the BMW CCA last year decided to take a different direction on chapter newsletters. As National explained in a letter to chapter officers last year:

"In 2019, the BMW CCA Board of Directors, after almost two years of study and testing, repealed the quarterly newsletter requirement for individual chapters in favor of a new, regional approach. This new effort is designed to collect and publish chapter information, profiles, and news in a way that reaches more members and prospective members, shows BMW CCA membership at its best, serves as a tool for outreach and recruitment, and is published in a premium format."

Now, it's always seemed to us that the *MotorCity Courier* showed "BMW CCA membership at its best" and was published in a premium format, so we saw no need for a regional newsletter. But the decision was

made. And I, for one, welcome our new newsletter overlords.

The regional newsletter is called Bimmerlife, like the email publication all CCA members now receive regularly. National tells us:

"Published twice a year in five regional editions, BimmerLife Magazine will be published as a premium, large format publication featuring art book level photography and BMW CCA lifestyle articles, along with chapter profiles, events, and news."

Like the other chapters in our region, we'll be regular contributors to the newsletter. And we do look forward to the regional approach. It's an approach we've been advocating for years so that chapters in the region know what one another are doing (and, for example, without mentioning any names, don't schedule events that conflict with another chapter's events). And we appreciate that members in other chapters will have the opportunity to see all that our chapter does, from our social events to our driving events, and perhaps join us from time to time. So, it's an approach that has some promise. And we will still be talking to you directly, through our web site and regular email announcements.

But we—and perhaps you—will miss the *MotorCity Courier*. From snarky President's columns to the always interesting end-of-the-issue pieces from Dave Seemann and Bob Elton, from startling revelations like those in Jennifer O's article "My First Time" (as it turned out, her first time at the track), to the editor's wide-ranging columns, we will miss it.

We'll also miss our loyal advertisers. Our advertisers were crucial to keeping our newsletter alive for all these years. They've done some special ads for this issue. Please be sure to think of them first when looking for cars, parts, or services.

But now a shout-out to the one who made our newsletter so readable and entertaining for so many years, our editor, Horst Reinhardt, Jr. He's been doing this for as long as I remember, and doing it so well we almost took it for granted. Almost. And for those of you who might be interested in more from the *Courier* of days gone by, don't forget that Horst has published a compilation of stories and columns called "Occasional Crisis of Conscience: an Automotive View of the World," available on Amazon. Thank you, Horst.



2020 Tentative Schedule

Check **online** at www.motorcitybmwcca.org for the most **up-to-date schedule**



Also **like** us on **Facebook** and **follow us** on **Twitter**

January

1— Happy New Year!

February

March

25—Kickoff dinner at Logan's Roadhouse on the grounds of Oakland Mall

April

25—Spring dust off and drive, BMW of Ann Arbor

May

3— Car Control Clinic at Tire Rack

16— Cars and Coffee, Erhard BMW Farmington

29, 30, 31—*Detroit Gran Prix*

June

13— Cars and Coffee at BMW of Rochester Hills

19—One day high performance drivers school at Waterford Hills

July

Deutsche Marques show at the Gilmore Museum with Michiana Chapter—11

Cars and Coffee at Erhard BMW Bloomfield Hills— 25

Concours d'Elegance of America— 26

August

Dream cruise-in— 16

September

High performance drivers school at Grattan Raceway— 18, 19, 20

October

Oktoberfest drive— 24

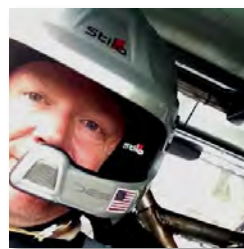
November

Working on it...

December

Holiday party and annual members meeting— 4

- Note: *italicized events are not affiliated with the MotorCity Chapter BMW CCA and are for information only*
- For more information about upcoming events please contact us



Horst Reinhardt Jr

newsletter@motorcitybmwcca.org

rants & ramblings in the end

Late last year TEN (The Enthusiast Network) Publishing announced it will shut the print operations of 19 out of 22 automotive magazines it owns, including the iconic *Automobile* magazine founded by the late great David E. Davis, Jr.

"We are doubling down on our best-in-class digital product experiences while maintaining support of the three most popular, profitable, and strategic brands across digital and print," TEN said in a statement. In 2017, TEN chief marketing officer Jonathan Anastas said that its auto brands had a "collective reach" of 123 million, with *Automobile* in the vanguard. That same year, the publisher tried to "relaunch" *Automobile* with more coverage of classic cars and a new, more upscale format.

The Motortrend Group has killed all its publicans save for its namesake magazine, *MotorTrend*, plus *Hot Rod* and *Four Wheeler*. In a memo to staff, the group's president and general manager Alex Wellen wrote, "I know this is difficult news... Simply put, we need to be where our audience is. Tens of millions of fans visit *MotorTrend's* digital properties every month, with the vast majority of our consumption on mobile, and three out of every four of our visitors favor digital content over print." I'd venture to say that most young people think *MotorTrend* is a streaming channel first with a supporting magazine second (maybe).

Earlier in 2019 *Road & Track* closed its Ann Arbor office and *Car and Driver* laid off most of its editorial staff.

According to Jim Motavalli, an automotive marketing expert, the ad agencies

that buy space in car magazines have become entranced with digital/social media, influencers, and TV, as well as the quick returns they get in terms of metrics that measure ad performance. Print is old and too hard to glean data from. How long did the reader linger on that radar detector ad? What article(s) did he (or is it a she?) read? Who knows...? And the audience has changed too.

We have always tried to go beyond the traditional "what's happening when" newsletter to also deliver insightful commentary from interesting people

"The demand for long-form storytelling is going down," Kim Wolfkill who had two stints at *Road & Track* as editor says. "The audience doesn't necessarily care. They just want to go online when the embargo on the car is lifted and get all the technical specifications, and maybe a video of it going around a track." ...Sideways.

So things change. But fear not my fellow eccentrics that enjoy a bit of anachronistic long form writing from smart people old enough to remember a world without the internet; there is an alternative to the ever dwindling in size and scope mainstream automotive magazines. And its brought to you by an insurance company. An annual \$45 membership to the Hagerty Drivers Club nets you one of the best bi-monthly automotive magazines on the market today (along with a bunch of other automotive related tools and discounts).

Orchestrated by Larry Webster, *Hagerty* magazine has in-depth articles on cars new and old, great travelogues, insightful market reports and fun features throughout. The magazine looks and feels as good as anything out of Europe and is filled with content written by some of the best in the business. And not to come across as a total luddite, their website is pretty spectacular too. Automotive enthusiasts interested in a wider spectrum of the hobby will find *Hagerty.com* full of great features.

And then there is the *Courier*. We have always tried to go beyond the traditional "what's happening when" newsletter to also deliver insightful commentary from interesting people. We've bucked the digital trend as long as we could by mailing you a monthly honest to goodness paper copy. Unfortunately this will be the last rant and rambling you'll be getting from me—other than the potential occasional special issue—for the *Courier* is going away just like the other magazines noted earlier. We explain it all in the article on the following page.

I've been shepherding this all volunteer effort for two decades and through the process made many friends and learned a great deal about this hobby we all love. I hope you enjoyed the many articles written by fellow club members as much as I did presenting them to you. A very special thanks for the collected wit and wisdom of our columnists Dave Seemann, Randy Perry and Bob Elton. The quality of their writing in the *Courier* was second to none as was the photography thanks to Phil Taylor. Of course there were many other contributors too, thanks to all of them. And to you, our dear reader, auf Wiedersehen!





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the right lane change



Phil
Taylor

webmaster@motorcitybmwcca.org

A wise man once told me that there is “Nothing as permanent as change”, words I have come to live by. Change is easier for some people than others, but change whether we like it or not is inevitable.

As technology has evolved so has the speed of change, I still remember the day Bill Gates said that one day, everybody would have a computer on their desk at work, then they would eventually be affordable to have one in our homes. Think about the telephone, how many people still have a land line? Mobile telephones have become smart, gone are the days that the mobile phones primary function would be to hold a conversation or dialogue. Our mobile phones these days manage our email, text messaging, social media & for some a camera, we get our news via our smart phones, and occasionally use them to hold an oral conversation. We can purchase goods and services on our phones over the internet, stream live music, video's, read the newspaper, books & magazines without getting ink on our fingers, and also use them to guide our path via GPS. There seems to be an APP for everything or so Apple would tell us, apps that interface with our cars to open and close doors, and let's not forget start the engine.

Over the last 20 years or so car technology has come in leaps and bounds, gone are the days of bolt-on horsepower goodies to add performance to the car, now we talk about custom ECU flashes, our infotainment and vehicle control systems interface through iDrive or even Apple CarPlay. Let's not forget the dip stick, remember all the fuss in *Roundel* when our dip sticks were taken away? For all the baby boomers and generation X's we hang out at the dealership these days to get instruction from the Ge-

nius's to discover how to turn on the radio. You will also find in the showroom, electric vehicles, hybrids and plug in hybrids all things at one time I thought were a science experiment, but even this petrol head has come around to the idea of a efficient city and commuter car, although it might still be sometime before I would buy one.

So is this change, or is it evolution? I believe its technological evolution driving change, and driving the way we get from A to B. So is all change good? Do you often

In the next coming months we will be experiencing changes that effect us all as members of the MotorCity Chapter

find yourself deciding if it isn't broken do we need to fix it? Myself I have started to embrace change if I feel it is the right thing to do although I would be hard pressed to admit it, however if I see no benefits for change, if it's not broken then don't fix it.

In the next coming months we will be experiencing changes that effect us all as members of the MotorCity Chapter. Changes to our Board of Directors, and as we announced at our Holiday Party more about that later.

Changes are coming from above, our guiding lights at the New BMW CCA headquarters in Spartanburg have decided that it's time for change. Part of our articles of incorporation, require each BMW CCA chapter is to produce a newsletter once a

quarter. Unfortunately as many chapters struggle to produce a newsletter the National Board of the BMW CCA has determined that in place of each individual chapter publishing a newsletter, there will be a regional newsletter, published on high quality material containing articles and details about events from each chapter in the North Central region combined together, including our friends from the Michiana Chapter, BuckEye, Windy City and on and on. For the MotorCity Chapter it means our MotorCity Courier will be replaced by “Bimmer Life”, produced and distributed by our National Committee, a change that I personally and struggling to accept. Which means sadly that this is the final edition of the MotorCity *Courier*, and at this time I would like to thank all of the contributors who have produced articles, the Newsletter Editors who have dedicated there time and efforts to collate the articles, write their own often witty and entertaining columns. I would particularly thank Horst Reinhardt Jr who has been the *Courier* editor for over sixteen years (I think) certainly ever since I have been a MotorCity BMW CCA Chapter member.

Back to more change at the MotorCity Chapter. Much like every four years, the citizens of the United States gather at Poling Stations to over throw the government. At the MotorCity Chapter we do this annually and over throw the Chapter Board of Directors and elect or re-elect new members to our board. After being a board member for ten years I decided in 2019 that it was time to stand down and make room for some new blood to guide the chapter into the next decade. I was also joined by Gary Kulhanek our out going Secretary which left space for two NEW board members. It gives me great pleasure to Welcome Noel Mack & Mo

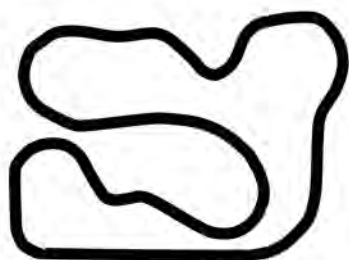
(Continued on page 14)



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Grattan Raceway



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Weekend of September 18–20

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www.motorsportreg.com

Look for MotorCity BMW CCA
events and sign-up today!

*For more information
be sure to go to the
website:*

motorcitybmwcca.org

or check us out on

Facebook

Questions regarding registration, or the event in general,
contact Ken at drivingevents@motorcitybmwcca.org

motorhead

a new chapter

Jeff
Jones



president@motorcitybmwcca.org

I've always liked the old adage that "change is the only constant in life." I looked it up, and credit goes to Heraclitus, a Greek philosopher. What was true in ancient Greece, and really back to the very beginnings of mankind, is still true today. Though, likely because of my getting older, it all seems to be accelerating even faster than ever.

A big part of the changes today are around communication. Things that were analog are now digital (and I'm not even talking about BMW steering feedback...). Written letters replaced by email, and now even those by texts and instant messages (not complaining about that one – I get WAY too many emails each day). Things are being broken down into ever smaller chunks. Twitter is popular because anything longer than 140 characters is must just be rambling. Just today I saw that another app is being launched for 6 second videos. They think it has strong potential for ad sales – I hope they don't expect people to wait through 30 second of commercials to see 6 seconds of looped video. Another statistic I recently saw is that on average people check their phones 1500 times a week. Really? (I just did the math, it's over 13 times for each hour you're awake)

There is research that says the average attention span went down by over 30% in 15 years. From 12 seconds, to only 8.25 seconds. For comparison, a goldfish can

concentrate on a task for 9 seconds, so that says a lot right there. Trends are also much shorter now and what is in vogue changes quickly (except for the woman yelling at a cat memes that seem to never end).

Unfortunately, the average person's short attention span also impacts their driving, and this all ties into the push towards autonomous vehicles. How else are people supposed to keep up with their phone checking, tweeting, 6 second videos, and knowing the latest thing being yelled at a cat? The

A big part of the changes today are around communication

way things are changing, I'm sure we will find out soon enough, but for now let's all do our best to enjoy the drive.

And in the spirit of change, I am honored to have been selected as the incoming President of the Motor City BMW CCA chapter. I would like to thank Phil Taylor, and other "retiring" board member for their years of dedication and continuing support for this club. I have really big shoes to fill...

A little about me. I'm originally from Memphis, and have loved cars my whole life (it was my first word). When anyone asked what I wanted to do when I grew up, it was always around cars (this happened as recently as last week). So, living in Michigan and working in the auto industry (and now being President of the great club) must have been my destiny.

By the time I was teenager I already loved BMWs, and would excitedly point out a 2002 tii or turbo to my friends, who could care less. My mother, who was particularly fond of E30s, was also a strong influence. I've been a Motor City member for 18 years and currently have 3 BMWs – a 2003 525i touring/wagon with manual transmission & sport package (previously my mother's), a 2009 128i, and my favorite, a 1995 M3 race car. I'm currently in the middle of an engine swap on the E36 - from a tired S50 to a hopefully much less tired S52.

We are planning a number of fun social and driving events for 2020! While I enjoy all the club activities, my soft spot is really being at the track. If you have never done a driving event, make this the year you give it a try. If you run into me sometime maybe we can have good some old-fashioned analog communication, and I'll do my best to stay focused for longer than a goldfish.



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starting line in the beginning

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In the beginning, long before DSC, ABS and 17" wheels, I bought a new 1982 528e from Erhard BMW. While a space-age upgrade from my VW Scirocco, it was hardly a performance car. I tell people that I traded in my first BMW after 9 months when the washer fluid ran out, but while true, the real motivator was the new 1983 533i, a true performance car. Hard to believe now, but its sub-8 second 0-60 time made it one of the fastest new cars on the road, although not in the ball park of my very first car, a 1970 Chevelle SS-454.

I don't recall how I found out about the BMWCCA, but let's say they sent me a complementary issue as a new BMW owner. Noticing that the BMWCCA consisted of many local chapters, I excitedly looked through the list of chapters to find the Detroit chapter, only to stunningly see (or not see) that there wasn't one. Deflated, I contacted the BMWCCA national to find out if a Detroit chapter was planned. I learned there was an ad-hoc group of BMWCCA members headed by David Nikolas, but to be an official chapter various requirements had to be met, including incorporating as a non-profit with officers, having a newsletter, and more. In an impetuous moment, one of many in my future years, I told the BMWCCA "I will start an official chapter". To help me get started and understand how a chapter operates, they suggested I visit the Windy City chapter in Chicago and this I did for one of their meetings during which I met their officers and asked many questions till they sent me packing.

Next, BMWCCA gave me a mailing list (this is snail mail back then) of the ad-hoc group of about 65 people. With a photo copied letter, stamps, envelopes and a wet tongue in hand, I mailed my letter asking

who might want to help me start an official chapter of the BMWCCA. IIRC (If I Remember Correctly) I also contacted David Nikolas who invited me to meet him and his buddies at a bar. From these reach-outs, Mark Bressler, Gary Reese, Steve Culbertson and Mike Fomook offered to help and we became the first officers of a chapter we named the "Motor City Bimmers". David Nikolas was named the Activities Director and already had a Drivers School organized which soon addicted a bunch of us.

The first chapter newsletter was dated November 1983, was 16 pages long, listed the officers, the chapter name, my article about the great drivers school at Waterford

The first general meeting was in September 1983 and was attended by the officers plus Peter Tombers, Ed Anuzis, Lynn Bressler, Gerald King, Ulysses Burdell, Dick Oringer, and Chris Maliszewski who would a few years later become the next chapter president. Besides being president I was also the newsletter editor for three years. The first chapter newsletter was dated November 1983, was 16 pages long, listed the officers, the chapter name, my article about the great drivers school at Waterford with 18 drivers and 6 instructors. I called it a "terrific success" and not a "smashing success" because there were no incidents and everyone had a great time. Mark Bressler's article introduced our October Fall Color Drive and Brunch. Then my 4-page article comparing the 528e to the 533i, Mark's 2-page article on the 528i Super Sport, a reprinted 2-page arti-

cle about oxygen sensors, my article about auto leasing, a short For Sale section, and finally Chris Maliszewski's 3-page article about Halogen Headlamp Conversions.

Although that newsletter was dated November 1983 it listed the next meeting as Oct 25. I no longer remember how often we met or how often I wrote and sent out a newsletter, but each was probably six times per year. Compared to the current chapter, we met much more often. I originally tried to get a speaker or presenter for each meeting; I recall wheel, tire and alarm vendors presenting to us.

We were very fortunate to get Erhard Dahm involved in the chapter and he graciously came, talked and gave away "presents" at several meetings. Since Erhard was a professional rally driver in Europe before owning his dealership, he was also an excellent instructor at our driving schools. As a rally driver he sometimes considered grass as part of the course and the ideal "line". Erhard and I got to know each other pretty well; it helped that since German was my native language we could converse in half-German and half-English within the same sentence. Erhard hired me to write and produce several newsletters which were sent to his customer list. For each one he gave me a new model to drive and then write an article about. One was the V12 7 series which I was very nervous driving considering its price. Another was the 524d diesel. I drove it with the service manager as passenger so that we could time some 0-60 times. It was not a fast car, and I recall the first test resulted in 11 seconds. To try for a better time, the service manager suggested I rev it to redline and then side-step (!) the clutch. While I would nor-

(Continued on page 14)

the right lane

(Continued from page 9)

Biedoun to the board, you have probably seen Noel and Mo at our track events, Social gatherings, Cars & Coffee etc.

After much arm twisting our New Board lineup is as follows: Jeff Jones has been coerced in Chapter President, Conrad Naegelin has stepped up to be Secretary, Randy Perry remains as Treasurer, Noel and Mo become Directors. Of course we still have our volunteers Horst Reinhardt Jr, David Wong, Gary Davis, sometimes myself plus new volunteers Jon Woods who will be taking over the Membership Chair from Kristi MacKenzie who is retiring her position (and who we believe was the real Secretary) and Randy Mason.

Finally I would like to thank all members of the board whom I have had the pleasure to work with over the years, including Dan Cleary, Paula & Kyle Albert, Randy Perry, Jeff Jones, Conrad Naegelin, Horst

Reinhardt Jr, David Wong, Gary Kulhanek, Kristi MacKenzie Gary Davis (my apologies if I missed anybody) for their dedication. The tireless volunteers and instructors lead by Ken Rutyna who bring us some of the best track days in the BMW CCA. Our sponsors for whom without we would not be able to host some of our events, including Erhard BMW and the world of Erhard, BMW of Rochester Hills and MotorCity MINI, BMW of Ann Arbor, Grand Blanc Motor Cars and Nicholas MotorSports, Monks Motors and VR Performance. But most of all the Members of the MotorCity Chapter, without you there would be no MotorCity BMW CCA.

I will still be around but for now good luck to the new board and auf Wiedersehen from me.

starting line

(Continued from page 13)

mally never abuse anyone's car like that, he was the boss and I did as instructed. We then got a time of 10.5 seconds and this went into my article for Erhard's newsletter.

Well, that is how this chapter started and as I mentioned, I presided and wrote the newsletter for 3 years after which I knew it was time for some change and a fresh energetic new president. During those years, I attended driving schools at Waterford, Graton, Mid-Ohio and Watkins Glen. I recorded many of these with a Sony Betamax camera firmly mounted in the back of the car. I have these now on DVD and will soon put them up on YouTube; while my driving was pretty bad, it is interesting to see how the tracks have changed in 35 years.

Finally, it is great to see this chapter still going strong and much larger than back then. I'm glad I put in the effort in 1983 to start it.



BMW WINS DAYTONA

BMW NA

John Edwards (USA), Jesse Krohn (FIN), Augusto Farfus (BRA) and Chaz Mostert (AUS) took victory in the GTLM class at the wheel of the #24 MOTUL BMW M8 GTE at 'Daytona International Speedway'. The #25 car finished fifth. At the head of the field, the BMW works drivers thrilled GT fans with magnificent overtaking maneuvers to finish ahead of two Porsche cars in second and third place.

BMW Team RLL tasted victory at Daytona in 2019. Back then, Farfus gave an impressive final stint to clinch first place at the Florida endurance classic. This time, it was Krohn who took the wheel for the last stint of the race. He overtook the leading #911 Porsche with 46 minutes of the race remaining. Shortly thereafter, he came in for his final pit stop, following which he successfully defended his lead to the finish. Krohn also set the fastest lap of the race with a time of 1:42.168 minutes.

This latest triumph sees BMW Motorsport add another chapter to its success story at Daytona where BMW first won at the 'World Center of Racing' back in 1976 with the BMW 3.0 CSL. The BMW M3 GTR then took class wins in 1997 and 1998. Daytona prototypes with BMW engines crossed the finish line in first place in 2011 and 2013. This was the fourth GTLM victory in the IMSA series for the BMW M8 GTE.

BMW Concept i4. STAY AHEAD IN STYLE.



BMW NA

The BMW Group is opening a new chapter in its history with the unveiling of a pure-electric Gran Coupe. The BMW Concept i4 takes electric drive to the core of the BMW brand and heralds a new era in Sheer Driving Pleasure. The BMW Concept i4 represents a look ahead to the BMW i4, slated to enter production in 2021. It provides a whole new take on the dynamic excellence for which BMW is renowned and blends a modern, elegantly sporty design with the spaciousness and functionality of a four-door Gran Coupe – all while generating zero local emissions.

“The BMW Concept i4 brings electrification to the core of the BMW brand,” says Adrian van Hooydonk, Senior Vice President BMW Group Design. “The design is dynamic, clean and elegant. In short: a perfect BMW that happens to be zero emission.” The drivetrain’s standout numbers include a range of up to 600 km (WLTP), output of up to 530 hp, 0 – 100 km/h (0 – 60 mph)

acceleration of approximately 4.0 seconds and a top speed in excess of 200 km/h (124 mph). However, the driving qualities of the BMW Concept i4 cannot be expressed in figures alone. The virtually silent delivery of power creates an entirely new sensation of dynamism.

“The design of the BMW Concept i4 shows fantastic proportions, a powerfully expressive character and, of course, a lot of attention to detail,” adds Domagoj Dukec, Head of BMW Design. “With the BMW Curved Display, we have redefined BMW’s signature driver focus in an extremely elegant way. At the same time, the BMW Concept i4 transports a feeling of sustainable driving pleasure.” As part of the package, the Concept i4 includes several exterior and interior design elements which will make an appearance in both the BMW i4 and other electrically-powered production vehicles.

The front-end treatment of the BMW Concept i4 presents the familiar BMW icons

in a new look, lending a visually powerful face to the electric age at BMW. The prominent, closed-off kidney grille provides a tangible connection between the past and future of BMW. The BMW icon also gains new functionality: With no combustion engine to require cooling, the grille now serves primarily as an “intelligence panel” housing various sensors. The grille teases the technology behind the scenes with a special design for this model. The headlights likewise provide a bridge between the past and the future; the classical four-eyed front end is reprised here with a very modern and pared-back interpretation. Two intricate, freestanding LED elements on either side integrate all of the requisite light functions. Clean surfaces and a small number of crisp lines around the grille create a contemporary front-end graphic with considerable visual impact. A BMW i-style blue accent in the grille surround sets the seal on the front-end styling.

MPA Collision and Ethan's Auto Repair

members of **Michigan Premier Auto**

My idea of retirement was to pursue my automotive passion, especially BMWs, and purchase a body shop, now called MPA Collision in Westland and Ethans Auto Repair in Farmington Hills, run both with the highest ethical standards and superb customer service while providing excellent quality at a fair price. Ted Green, 1985 founder of the Motor City Chapter BMWCCA



This is a 1997 M3 restored for Mo Beidoun, sales manager at BMW of Ann Arbor. Due to rust, the entire rockers were replaced, right and left. Also front fenders and rear cowl. An excellent used rear trunk lid was found and sanded down to the factory primer. Original hood was good and therefore only sanded down. Entire car was then painted in parts using four coats of premium PPG paint and several coats of an extra thick "show car" type clear (PPG D8152). We also provide collision and insurance work, ceramic coating and motorcycle custom painting.



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your turn my BMW just drove away without me

Bob
Elton

newsletter@motorcitybmwcca.org



My 2007 BMW 335i coupe, twin turbos and all, just left with its new owner.

This BMW was the first new car I had ever bought for myself. When I turned 60, I finally realized that I no longer had to put up with used cars, do-it-yourself repairs, and all the associated headaches. Every car in our driveway had hundreds of thousands of miles, and at least a decade of service. It was time for a brand new car.

I had never owned a BMW, though I had driven and ridden in a number of 3 and 5 series sedans. The new 3 series coupe, E92, newly released, looked really attractive, and the car magazines raved about it. I was driving past the local BMW dealer, and they had one on the lot. I stopped in, and asked the salesman if I could have a closer look at the coupe. He took one look at my 12 year old Lincoln, and refused to even get out of his chair.

I went home angry. Then I looked in the phone book for other BMW dealers. The sales guy at Erhardt, Kurt, ignored the 12 year old Lincoln, gave me the keys to a new 335i coupe, and told me to drive it hard, like it was meant to be driven. I think I was sold the minute I sat in the car. It felt just right just sitting there. Then I drove it. I was almost sold, but I asked him if I could come back after dark and see how well the headlights worked. My experience has been that headlights varied a lot among cars, having experienced both good ones and lights that resembled candles. Kurt grinned, like he knew he had the sale. As indeed he did. The 335i's headlights turned out to be the best I have ever experienced.

We arranged a European delivery. Mary had never been to Europe, and the experience for both of us was truly exceptional. After Bertil gave me a 3 hour orientation, to make sure I knew how to operate the BMW, and another lecture on German rules of the road, we off to tour Germany and France. The 335i was new to Germany, as well as the US, and occasionally an earnest German car guy would say something like, "Mit zwei effinghausen kompressors...", to which I could only reply in English, "Yes".

Eventually our time in Europe was over, and we flew home. The BMW took the boat. 6 weeks later we were reunited at Erhardt.

I drove the BMW 200,000 satisfying miles. The pleasures of the precise, responsive steering, the willing engine, even the smoothness of the shift lever as I moved it from Park to Drive every morning was a delight. Satisfying, but not exactly trouble free. It seems BMW hadn't quite worked out some of their new technology, like the direct injection injectors and high pressure fuel pumps, fuel tank venting systems, and a number of electrical and electronic issues. Chad, the service advisor at Erhardt, ironed out the issues, often gave me a loaner car, and sometimes even had the car picked up at the office. But these were minor bumps in the road.

Even winter didn't faze the 335i. X drive wasn't available with big engine that first year, but a set of winter tires made the car perfectly suitable for Michigan winters. Never was I stuck, or even inconvenienced, despite the city's failure to plow the street in front of my house. They said the hill was too steep for the snow plows, but apparently not too steep for the BMW.

Abby Alexander had been talking me into the BMW from the start, and after I got the car, she talked me into joining the club. I'm glad she did: making new friends and learning more about other BMWs, and of course the annual dinner at Erhardt's showroom, were an important part of enjoying the car.

We took that car on plenty of trips. I traveled to Hershey every year, and we went on vacations all over the Midwest and the northeast. It is a superb car for 2 people to travel in, never ceasing to be a pleasure. Just plan on packing light.

But nothing lasts forever. At about 200,000 miles, things started to happen that threatened to strand me somewhere. Older cars can still be fixed when traveling, but this one was a little too modern, and too complex, for on the road repairs. It reminded me why I bought a new car in the first place. So, it was time to go.

I advertised the car on several forums and sites. There didn't seem to be much interest in a BMW with 200,000 miles, no matter how attractive the price. On the internet, people can be incredibly rude, and demanding, when talking about a used car. But the first person who actually came and saw the car, which still looked like new, bought it on the spot, without even haggling.

It was hard to see the gray 335i leaving the driveway.

There's now another BMW taking its place. But that's another story for another time.



eye drive the MotorCity Courier

Dave
Seemann



newsletter@motorcitybmwcca.org

Not long ago I got a speeding ticket for “exceeding the speed limit while passing.” I travel this tree lined suburban sprawl winding two-lane blacktop road daily taking my dogs to the park for a walk. I had been behind the car I wanted to pass for about a mile or so and one of the precious few passing opportunities on the road was coming up. I assumed the officer I had observed for the past week was in his usual “stationary” radar location. (“Toll Roads Part I”, by Dave Seemann, MotorCity Courier, August 2008).

This is the first paragraph of my first column as a contributor to the *Courier*. And in case you are wondering, the officer was in his usual spot and I did pass the car I wanted to, and I ended up having my license suspended over the ticket. I had enough to say about it to turn my first column for the *Courier* into two parts. I’ll get back to the story shortly.

Ironically, though, what I write now is my last column for the *Courier*. I wrote my monthly column “Eye Drive” for five years I’m proud to say. I haven’t been active in the Club for at least four years when Horst told me the publication was being phased out, I was disturbed by the news. I gladly agreed to write one more column.

I’m guessing Horst has been the editor of the MotorCity *Courier* for nearly twenty years. The standards he sets for the *Courier*, the consistent organization and quality of the content, the copyright details, and more, mark the sometimes solitary but dedicated efforts Horst and other officers and

members of the Club contribute to our varied activities and interests.

Horst is an automotive engineer/journalist with experience in advertising, design, selling machinery and cars, running a business, and way more, plus he has years of high performance driving; so when I submitted my first column I was a little nervous. I am merely a philosopher by training (grad school) so my job is to talk about everything and nothing (ness). Horst doesn’t ignore those unlimited boundaries but he can also tell you why your car can’t go faster, or turn better, or stop when you need it most.

**I wrote my monthly
column “Eye Drive”
for five years I’m
proud to say**

By the time I started my column I was also very aware the MotorCity BMW Club itself was full of interesting members with a multitude of talents and experiences so I knew instinctively when I wrote about losing my license it had to be about more than just myself, and I was delighted when he accepted it.

My “Toll Roads” piece was also about the fact that in Michigan the speed limit is absolute: you cannot exceed the speed limit while passing. I also learned that if you take the ticket option of admitting guilt and write a letter of explanation for your infrac-

tion your fine might be reduced. Ok so far, but if the ticketing officer puts the wrong address on your ticket, and the court response is mailed to that wrong address, you are still responsible for paying fine.

A traffic lawyer told me he could clear the whole thing up for \$2500, but I’d still have to pay the fine. Franz Kafka lives. So I paid the fine (not the lawyer) plus a bunch of other fees to get my license reinstated. Beaten, Dave the philosopher was crushed by the man.

The automobile (and trucks) is a phenomenon of practicality, essential to economic and social interaction. It is also a moving private space where duty and work, personal expression, fun and sport, love and romance, adventure, peace and beauty, misery and disappointment, and the achievements and failures of art and science and the politics of transportation flourish or die at any given moment.

This is how I approached and remember my small contribution to the MotorCity *Courier* which only increased my appreciation of the MotorCity BMW Club activities and my fellowship with members. For me the *Courier* is inseparable from those memories and can’t be replaced; I sincerely hope that what comes next will serve as well.

Thanks Horst.





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