

BMW Car Club
of America
Central California Chapter



DAS RAD



NEWSMAGAZINE OF THE CENTRAL CALIFORNIA CHAPTER BMW CCA

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The *Ultimate* Monterey Weekend Issue! 2015 LOTA, Monterey Motorsports Reunion
Pebble Beach Concours d'Elegance, Auction Highlights and more!

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Statement of Purpose

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From the Editor

Herein lies the 'infamous' coverage of the Monterey Car Week events.

Feast you eyes on the pics and stories from our gala Legends of the Autobahn, Motorsports Reunion, Pebble Beach, and several of the hi dollar auctions.

There will be one more Das Rad published before the end of the year so stay tuned for that one.

Please note that our 'post Holiday party/banquet' is going to be held on January 9th, 2016. New officers and board members will be honored at that time.

Thank you to all who contributed photos and articles used in this issue.

'See you' next time.

Wayne Wundram

Calendar of Events

- Oct 4 ~~Autocross !! All day!~~
Cancelled
- Oct 7 Monthly Meeting
Mother Mary's Italian Kitchen
1345 N Willow Ave, Clovis
Social Hour 5:30—Meet and Greet 6:30
- Nov 4 Monthly Meeting
Location TBA
- Dec 2 Monthly Meeting
Location TBA
- Jan 6 Monthly Meeting
Jan 9 Banquet
Stay tuned for details

**Come to the meetings!
Add to the fun!**

On the cover top photo credit to Steve Alvarez. LOTA class winners begin to line up for their awards.
Bottom cover: Henry Schmitt ahead of a pack non-descript, no name P cars and a C car! Photo by Wayne Wundram

Election Time... again!

Nominations will open for all office and board member positions during our October 7 meeting. Please submit your nomination(s) to our election committee (George Aguilar or Rick Kapheim) before Oct 31. Ballots will be mailed during the first month of November. Ballots **MUST** be received by our December 2 monthly meeting in order to be counted. Election results will be announced during **THAT** meeting. **ALL** current members and associate members are eligible to vote.

VOTE!! VOTE!! VOTE!!



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An Open Letter to BMWCCA Chapter Members by Jeff Willers

Legends of the Autobahn is Central California Chapter's signature event. Along with Octoberfest, it has become BMWCCA's largest and most successful national event and has grown to be one of the largest concours events in the country. Our chapter is looking forward to Legends' sixth annual presentation next August, again at the Nicklaus Club at Pasadera in Monterey. Next year's event will be a celebration of BMW's one hundredth year of its founding. And again our Central California Chapter will be the host club. There will be a large BMW corporate presence as well as rare and landmark show BMWs that reflect those 100 years. This will indeed move Legends of the Autobahn into the international spotlight.

Our local club chapter has just over 300 members. A small percentage of those members volunteer to make Legends a reality. Planning and coordination of the 2016 event has already begun. Member participation will be more critical than ever for next year's Legends to become an even greater success. This letter is essentially a plea for Central California Chapter members to join the Legends team.

Volunteers need little to no training and can assist in a variety of roles. They may be assigned to greet participants, and provide them with event wrist bands or hand out event programs at registration. They can direct show cars to the concours field or club member's cars to the corral parking area. On the day before the actual concours event, volunteers are needed to help lay out the concourse field and erect class signs. Oh, did I mention that lunch is provided free of charge to volunteers on both days?

I know that getting time off mid week is difficult for most people. I too, have had to resort to cleverly orchestrated doctor's appointments or developed that mysterious "contagious" cough on Wednesday evening before Legends to be able to attend. Should you need a few "mental health" days for next year, the event will be held August 19. Hotel reservations can be difficult to acquire but this year some members found reasonable rooms at reasonable rates in Santa Cruz and Watsonville on the evening before Legends. Other members come over just for the day.

All BMW owners will recognize next year's Legends of the Autobahn as a once in a lifetime event. If you are interested in helping stage next year's event, please contact any Central California Chapter officer listed in this publication, or contact me directly at sailbmw@comcast.net.

BMW's at Motorsports Reunion...

The BMW faithful had something to cheer about!

The BMW crowd at turn five were treated to a rare sight during race 4A on Saturday... where all but one of the BMW starters finished the race! 5 out of 6 ain't bad! Finishing fifth overall was Henry Schmitt in the # 58 CSL shown below. Jeff Gerkin finished 14th in a CSL and Jason Harper finished 21st in a 1980 M1.

Also finishing was Thor Johnson in a Schnitzer CSL and Herr Ludwig Willisch in the ex-works #25 CSL. Just neat to hear those 6 cylinders rev-up!

On a local note Visalia's Brian Blain finished 4th in Group 1A driving a 1916 Auburn-Strutivant and again, Brian finished 22nd in Group 7A (formula one cars) driving a 1976 BRM P207.

Well done Brain!



Legends of the Autobahn 2015

Once again LOTA hits the *Marque!*

No longer in its infancy, Legends of the Autobahn (LOTA) has endured its share of growing pains and has now established itself as a major attraction during Car Week on the Monterey peninsula. The 2015 edition of LOTA celebrated its sixth year as an important car event showcasing vintage, classic and modern cars from BMW, Mercedes-Benz and Audi. Originally established as a club 'members only' event, the public now has access to the corral and judging fields and as evidenced by this year's turnout has become very popular.

The concours field included just over 100 registered Concours participants in 17 separate classes for judging and 2 special 'display only' categories... more on those a bit later...

It has always been hard to coax BMW pre-war cars to participate in LOTA although a couple of years ago we were honored with most of Jim Smith's pre-war collection gracing our field. This year's Vintage Class numbers, possibly affected by the now, officially announced, celebration of BMW's 100th birthday during the 2016 Monterey Car Week were expectedly disappointing. But, not to take anything away from those 'vintagers' on the field we were treated to a couple of very special early BMW models.

A delightful Bavarian blue 1930 DA2 owned by Colleen Sheehan of Newport Beach, CA drew everyone's attention as it motored through the field to its spot on the grass. This car was the 3rd in class winner in the 2003 Pebble Beach Concours d'Elegance. Ms Sheehan was in total command of the Dixi's controls as she shifted forward and reverse several times to find the right spot. They, together, never missed a beat! We were extremely honored to have her car on the judging field. The blue Dixi was awarded first in Vintage Class, Ms Sheehan had also entered a 1959 Isetta 300 but alas, to our disappointment (and hers) had issues and could not make the show. We certainly hope both you and your BMW's can make it next year.

An unexpected surprise was the late entry of Mr Craig McLaughlin's 1954 EMW 327-2... yes an EMW not a BMW. Manufactured in post-war, Soviet controlled East Germany, the Eisenacher Motoren Werke plant, having been discovered mostly intact by the Russians, began producing 'new' 327 style roadsters. .



Photo by Roger Gong



Photo by Roger Gong

Lawsuits in the early 1950's forced that company to drop the BMW logo and adopt the EMW logo with its red and white badge reflecting the colors of Thuringian state flag. Just over 500 EMW 327-2 models were produced. LOTA is extremely honored to have had Craig's beautiful 327-2 on our judging field

This year's LOTA event also showcased some 30 e9 coupes of most any year and model. Honoring the 40th anniversary of the CSL coupes racing dominance in 1975, a very respectable turnout included CS, CSi, CSL models from bone stock 'politically correct' restorations to highly modified examples. We were surprised that there were no 2000CS models to be seen this year. Surely they will show up next year! Ron Perry's 1974 3.2 CSL BAT was awarded first in the Coupe Class and Charles Rich was awarded Best in Marque in his beautiful 1972 CSL BAT.



Photo by Steve Alvarez

The Mercedes-Benz club showcased some 25 vehicles in a new, non judged, Silver Star Preservation class. This class included a wide range of un-restored MBs from a 1957 300SL to a 1990 420SEL. Very nice to see all these cars 'as they were' so to speak. There was some chatter on the field suggesting that BMW do the same next year... We'll see.

The Audi Club had a good showing this year with over 20 cars on the judging field in 4 classes. Their Best in Marque was awarded to an attention getting 1983 Ur Quattro



(LOTA 2105 cont.)

By the end of the weekend, it was officially announced that BMW is going to be the featured marque at the 2016 Monterey Motorsport Reunion in celebration of its 100th birthday. This of course raised the collective heart-rates of all the BMW faithful. There was much speculation after the 2014 car weekend that BMW could be the featured marque in 2016. As a result of that speculation many special interest groups have already planned on cross country caravans with Legends of the Autobahn and the Monterey Motorsports Reunion as their destinations.

The 2016 edition of Legends will be the start of what will be a once in a lifetime event for all of us. Still in its early planning stages 2016 LOTA will be showcasing BMW's from all club members from every BMW special interest group as well as the anticipated surprises from BMW NA and BMW AG. If you were around in 1996 when BMW was the featured marque that year, that memory will give you just a glimpse of what is in store for 2016.

Please, if you have not made arrangements for lodging already, get started on that now as rooms at any inn, motel, hotel, campsite etc will be hard to find come January. Please visit www.bmwvcca.com for specific information regarding "the Roads to Monterey" tour. Visit www.legendsoftheautobahn.org for information about the 2016 Legends event.

Oh, then there's this thing called Oktoberfest

That's no BMW, its an EMW! (say what?) by Eric Coyne

Aficionados of fine German motorcars flocked to the lush, verdant lawns of Nicklaus Club - Monterey on Friday to celebrate the Legends of the Autobahn, an homage to the fine mechanical marvels created by esteemed manufacturers such as Mercedes Benz, BMW and Audi.

Now in its fifth year, the 2015 Legends event attracted hundreds of immaculately coiffed German automobiles – all but one brought to life by capitalist Germany. That solitary exception? Craig McLaughlin's EMW, born in the now-dissolved Soviet Occupation Zone formerly known as East Germany.

"I love having a car that confuses people," McLaughlin said, watching a



crowd of enthusiasts argue over the heritage of his 1954 EMW 327-2 roadster – pointing to the blue and white BMW roundel emblem on his car's hood, and then the red and white EMW logo on the roadster's hubcaps and rear trunk. More commonly known as EMW, Communist officials recommissioned a factory formerly operated by BMW before World War II to resume production of 505 nearly identical copies of BMW 327 roadsters. Now known as EMA, or Eisenacher Motorenwerks, the EMW motorcars sported both the now familiar blue and white BMW roundel emblems and EMW red and white emblems. (Photo: Mike Brenner/For The Salinas Californian)

McLaughlin, a property manager from Encinitas, spent five years in an all-consuming search for an EMW roadster – a rare automobile that is often confused with the classic and now highly prized BMW 327 roadster built in the late 1930s. Eisenacher Motorenwerk (EMW) was an East German manufacturer of automobiles and motorcycles based in Eisenach. When the Soviet Army overran parts of Germany in World War II, the Soviets made a habit of "exporting" all kinds of technology back to the Motherland. But when the Soviet forces rolled into Eisenach and discovered a former BMW automobile manufacturing plant with most of its tooling intact, officials decided to borrow a little capitalist spirit and fire up the machines to make some roadsters to market for much-needed cash.

(cont on page 8)



Photo by Steve Alvarez

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(EMW, cont...)

Hence, the Eisenacher Motorenwerk (EMW) came to be, McLaughlin said, and this little-known saga of errant capitalism practiced by Communists created an opportunity for an Encinitas man to buy the car of his dreams for a comparatively modest price.

"A restored BMW 327 roadster can cost more than a million dollars today, but an ENW roadster, assuming you can find one, may only cost a tenth of that," McLaughlin said.

A lawsuit in 1952 forced EMW to change the BMW logos used on its products to EMW instead, but McLaughlin says since the court battle took place before an East German judge, the consequences were arguably minimal. In any case, only 505 EMW 327-2 roadsters were ever manufactured, making his car, sourced in the Netherlands, a rare find indeed. And quite the conversation starter.

"When I called my insurance agent, he didn't quite know what to do, and had to call me back," McLaughlin said. "And when I tried to register this car for the Legends of the Autobahn show, the BMW website wouldn't let me do it. They must have thought EMW was a typo."

Not to be deterred, McLaughlin called BMW North America and left a message. And then his email blew up with multiple requests for more information to verify the car's details.

"I had a call back within five minutes," McLaughlin said. "They knew exactly what this car was. And whatever angst they may have had against EMW long ago, BMW North America made me feel welcome to join their party and bring the car to Monterey." (original article reprinted from the Salinas Californian)

2015 Pebble Beach Concours

A beautiful Isotta Fraschini Tipo 8A was named Best of Show at the 65th PB Concours d'Elegance. (see pic lbottom right). It is always with wonder and amazement just how the judges pick the winner of this spectacular show. There are always dozens of potential winning entries on the PB fairway and it appears the judges got it right again!

This being the year the Monterey Car Week celebrated the Shelby GT350 it was fitting that a special class for these American muscle cars was also included and displayed on the field.

I always try to include some of the 'oddities' that make their way onto the grass on Sunday so I have included an interesting hood ornament from a classy Du Pont... (see pic lower left) I guess it was in vogue to have hood ornaments that reflected the politically correct ideals of the times... I wonder if it was a working model?

Of note was the rather troubling absence of BMW vehicles at PB this year. What's up with that? I guess all the BMW 'prim and proper' are waiting for the 2016 event.

So am I !!!



Auctions at Monterey

Plenty of high dollar cars, but few BMW's

For whatever reasons, this year's selection of auction cars did not include very many BMW's. In fact in all the years that I have covered Monterey week, 2015 had the fewest BMW's go across the block that I can remember. The only 'higher dollar' BMW was the black M1 shown below that sold at the Gooding auction for \$462k. This was @ 20% below the value of M1's referenced via Haggerty's. (I hope this is not an early sign that the collector car market bubble is about to burst...!)



A very rare McLaren F1 LM sold at the RM auction for \$13.75 million. It started out life as a "standard" F1, but the factory later upgraded this car to LM specifications. As such, it has a 680-hp 6.1-liter V-12 but retains its roadgoing amenities. (see below)



One of the highlights of the auction weekend was the sale of an exquisite Ferrari 250 LM Scaglietti offered during the Pinnacle Portfolio sale with RM. Sold for a paltry \$17.6 mil. (see upper right)

One of 32 built from a batch of one of history's favorite Ferraris, this car has extensive (small-time) racing history and is mechanically all original, down to its 320-hp 3.3-liter V-12 and five-speed manual.

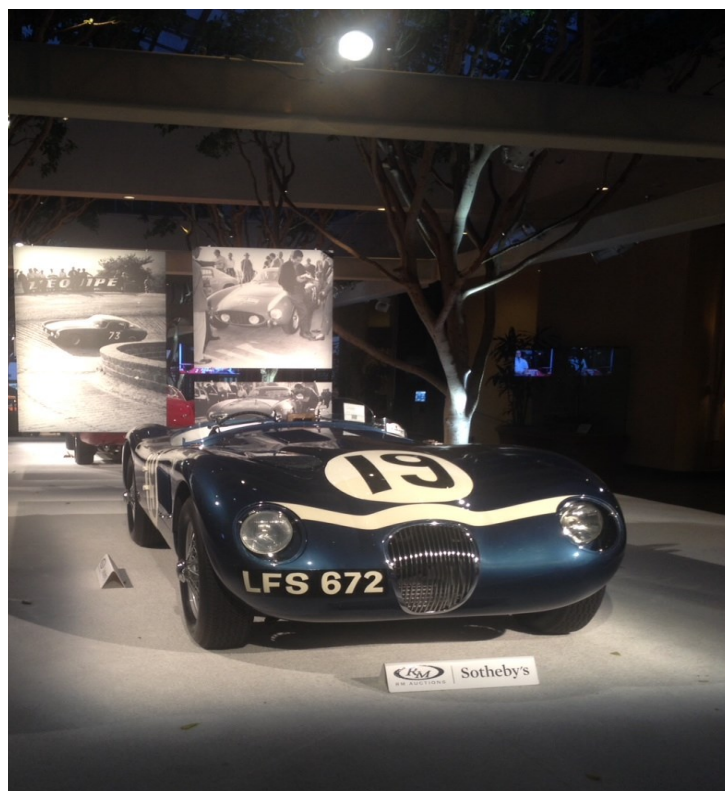
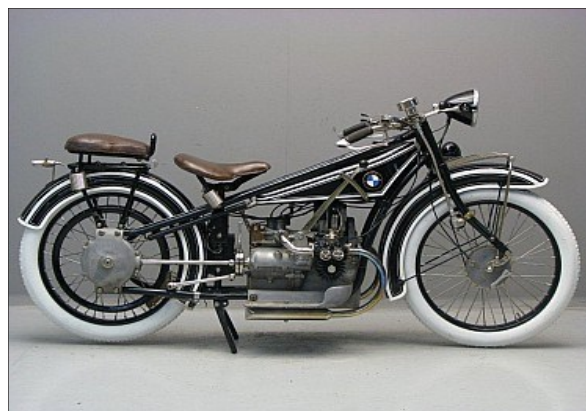
Another RM Auction highlight was the \$13.2 mil sale of a 1953 C-type Works Lightweight Jaguar. One of 32 built from a batch of one of history's favorite Ferraris, this car has extensive (small-time) racing history and is mechanically all original, down to its 320-hp 3.3-liter V-12 and five-speed manual.

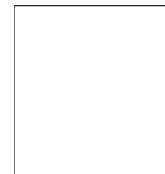
See on right>>>



Some of the other BMW's crossing the block were a 1925 R32 motorcycle (shown below) that sold for \$170k; a 1957 Isetta 300 for \$32k; a 1973 3.3cs for \$32.5k and a really nice 1980 M1 which did not sell at \$450k.

Other top dollar cars were sold at Mecum... a very nice 1969 Lamborghini which sold for a whopping \$2.3 million and just slightly out-done, an American muscle car, a 1970 Hemi-cuda convertible which sold for \$2.25 million! Let's all stay tuned for more BMW's in 2016!





BMW's at Pebble Beach... Where were they?

I have always looked forward to the Pebble Beach Concours as an 'icing on the cake' event for which to end the hectic Monterey Car Week. I wait a whole year to see whatever 'classy' BMWs show up on the field. I was really surprised this year that there were NO BMW's on the greenery to be judged. Shown in the pic below was the lone BMW featured in the special circle of concept cars at Pebble Beach. This was the CSL homage car on display to commemorate the BMW victories during the glory years! I'm sure 2016 will have a better BMW presence!



Rick's Ramblings

By Rick Kapheim

SNOOK'S CAR

Ok, yes....I do have a mother (You were surprised!) and her name is Snook (long story) and she does drive a 2011 BMW X-3.

After many years of sensible cars and many Jeeps, Snook casually mentioned to me and my daughter Samantha that it might be "fun" to test drive a BMW on her way to buying yet another Jeep. I had several thoughts on this: (1) If she drove the BMW, she would not want the Jeep. (2) My mother is very thrifty in her own way, and does not like to "waste money." (3) If Snook suggest that you do something-you might as well do it, because she is going to do it anyway.

So-we test drove the BMW X-3 (first generation). She marveled at well it drove and could handle curves and was impressed on how X-drive worked in all situations, not just in the snow. So....game over! Snook told me to make the deal. My daughter Samantha was a great help in looking up prices on Edmunds on her I-phone and we wrapped up the deal and took the X-3 home.

Today Snook is on her 2nd X-3 (2011) and she can be seen driving from Visalia to Clovis and everywhere in between. Some observations by me: Although Snook prides herself on knowing the value of a dollar-she also knows what a dollar can buy (you get what you pay for). Snook takes pride in the BMW' (pride of ownership). She even has an account at Griot's Garage and will speed-shine the X-3 if it would dare get dusty. Snook has to discipline herself when driving the X-3 (When you know the Highway Patrol Officers in your area by first name, that is telling you something!) Snook once told a grizzled veteran Highway Patrol Officer that it was the BMW's fault that she was speeding because the BMW just likes to go fast! Now Snook says that this is her very last vehicle that she is going to buy. It should be noted that she has said this same thing the last three vehicles that she has bought. I predict that this will probably not be her last vehicle because: Snook gets what she wants and she is still young.

By the way... When you see a Titanium Silver X-3 with Snook on the plate, you might just want to give it the right of way!

Drive safe, but drive!