

QUARTERLY

NEWSLETTER

THE ULTIMATE

CLASSIC

BMW CLASSIC CAR CLUB OF AMERICA

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INSIDE THIS ISSUE

CELEBRATING 60 YEARS OF THE 700

THE 700 STORY • MEMBERS' 700S • RESTORATION SAGA
CLOSING OF ICON • 1800 CHANGES HANDS • RIVIERA 2002
2002 ALPINA • THE SHIRKS IN FOCUS • PARKER'S 2800 CS

The **BMW Classic Car Club of America, Inc.** (the Club) is a Florida not-for-profit corporation. The Club is officially recognized by BMW Group Classic (Germany) and is a member of the Classic and Type Section of the International Council of BMW Clubs. It is the only official BMW club in America solely dedicated to classic BMWs.

The Club's mission is to promote the interest in, the ownership of, and preservation and restoration of classic BMWs, to encourage their use and visibility, to provide a forum for the exchange of information related to classic BMWs, and to foster social contacts among its members. Membership is open to anyone with an interest in classic BMW cars. The annual membership for U.S. residents is \$50 per calendar year. Renewal membership fees are due in January of each year. Membership applications can be downloaded from our website www.bmwccca.com.

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Jon van Woerden

South Florida members got together to celebrate 02/02 day.

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ON THE COVER: Patty Schwarze's 700 Cabriolet was invited to Amelia Island by BMW Group Classic to mark the 60th anniversary of the 700.

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AMELIA ISLAND

The Amelia Island Concours d'Elegance is one of the premier automobile gatherings in the country. The weather was absolutely gorgeous and over 30,000 spectators were drawn to the greens of the Ritz Carlton golf course on the second weekend of March. Cars & Coffee at the Concours was back with over 400 show vehicles, among which several of our club members who proudly presented their classic BMWs on the same show field used to display vehicles entered in the following day's prestigious Concours d'Elegance. Our club's star of the weekend was Patty Schwarze's BMW 700 Cabriolet which was invited by BMW Group Classic to commemorate the 700's 60th anniversary.



While attending the Amelia Island Concours this past weekend I spoke with Jutta Fischer, representative of BMW Group Classic from Munich. I related to her the need (at least my own) for the rectangular under hood seal for the fresh air box and the desire of many to obtain a windshield seal. She made notes of those items and even visited my car during Cars & Coffee to view the two items. Turns out that her dad had a Verona E3 when she was a student so viewing my exact match to her dad's brought back (her words) a flood of memories. She's

likely to have to get approval from the bean counters, but I'm confident that she will make the attempt. It would be a help if I could give her some numbers of who would be buyers, so please let the club know (bmw.ccca@gmail.com) if you are among those in need of either. I don't know the cost but fully expect that it won't be inexpensive. When they did offer air box seals a few years ago they were around \$100. Have no idea whatsoever about the cost of windshield seals.

– Jim van Orsdol (WI)



Meet the team of BMW Classic. From left to right: Jay Hanson (BMW NA), Hakon Tjaum, Jutta Fischer, Axel Klinger-Koehnlein, Katrin Moelle, Tom Tischler and Ralf Vierlein.



Marguerette and I were attending our first Amelia Island Concours d'Elegance and were earlier encouraged by several Club members to enter a car in the Cars & Coffee show on Saturday. As one member told us, "it's a great way to have a nice parking spot". We were one of over 400 participants with our 1984 Hennarot M635CSi and what a spectacular presentation of American, European, Japanese and other brands spread across three fairways of The Golf Club of Amelia Island. While the Porsches, Mercedes and GM products far outnumbered the other makes, BMW was well rep-

resented with over 20 classic & modern models present. After walking the fairways for several hours looking at the wonderful variety of cars on display, we returned to our M635 to be approached by the Executive Director of the Concours who requested with no other explanation that we to come to the Awards Stage at noon. While the M635 drew a lot of attention and compliments, we had no idea that awards were even presented at the Cars & Coffee. We were very honored to be the recipient of one of the two Chairman's Choice Awards for 2019. – *Steve Shackelford (GA)*



My 1973 BMW 2002 started life in Danville CA. The Ginn Brothers at Sports Car Restoration started the S14 conversion. Then German Morotwerks in Longwood FL sorted out the bugs and made lots of updates and improvements. In addition to the S14 engine, the car has a set of Recaro seats from an E21 320is and the rear bucket seats came from an E24 M6. We wrapped the interior in solid Bubinga wood. The Alpha-N computer 3D Map's the engine calculating lambda while a programable racing water pump keeps everything cool. The paint was done by Tom Argie Designs - a SEMA restoration shop in Clearwater. To stop it we have 15" Willwood disc brakes powered by a 760i booster. The intent was to keep the exterior look as close to stock as possible, but enhance everything else as if it had been done by BMW. We continue to refine the overall work.

- Frank Mann (FL)



Darinda and Brett Sutton's 1979 E21 Alpina B6 carries production number 089 of 533 produced. The B6 2.8 is based on the 323i and has an Alpina modified engine of the 528i. The Suttons purchased the car at O'fest in September 2009. It was restored between 2012 and 2016.



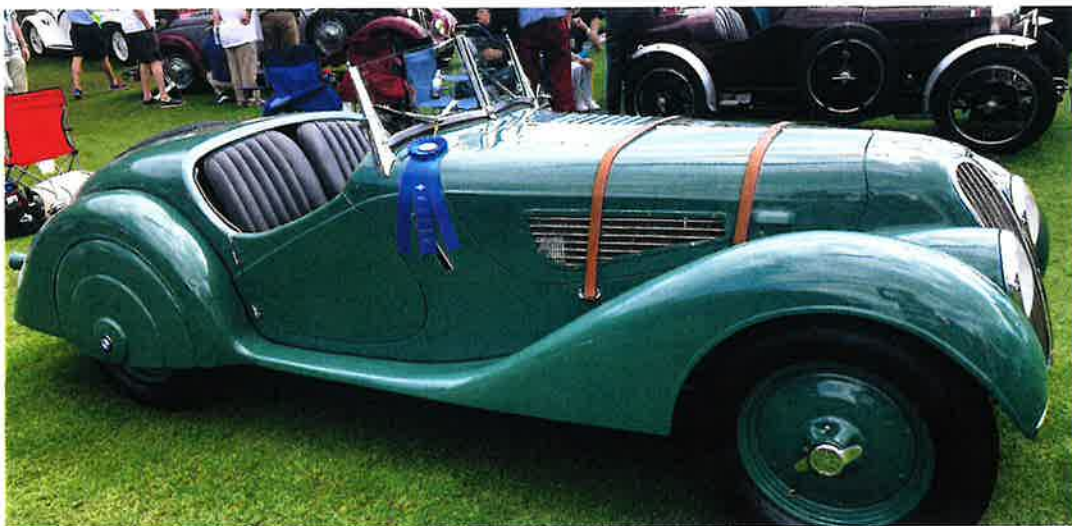
Gary Beck (BMW Classics of Georgia) presented his 1988 M5



In 2016, the art- and car-enthusiast and E3 collector, Dr. Christian Zschocke, decided to commission an artist to paint a BMW E3 to commemorate the car's historical role as a milestone for BMW and as a symbol of challenge and successful change and the model's upcoming 50th anniversary

in 2018. The E3, full of innovative and groundbreaking technology, was introduced in 1968, in a period of change in Europe and America. It was a time when humans first circled the moon and were expanding their horizons. Selected in an international art contest, the artist Heiner

Meyer's came up with a design to reflect the E3's visionary role 50 years ago. After a perfect restoration, the well-known artist painter Walter Maurer, who also painted many of the BMW Art Cars, applied Meyer's design on the "New Horizon" E3. (www.e3-wundercar.com)



The only BMW on the field on Sunday was a 1937 BMW 328 presented by club member Matthew Ivanhoe (The Cultivated Collector). It took the trophy for Best in Class Prewar Race Cars.