

BMW Car Club
of America
Central California Chapter



DAS RAD

NEWSMAGAZINE OF THE CENTRAL CALIFORNIA CHAPTER BMW CCA

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In this issue: Chasing storms at Buttonwillow — Rainy day at the track!
RaceRoom Antics Valentine's Brunch Autocrossing is a-coming!

BMW CCA

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To register — visit www.festorics.org OR www.legendsoftheautobahn.org

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Central California Chapter



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Monterey Weekend

Legends of the Autobahn

Friday, August 17

- Rancho Cañada Golf Club in Carmel Vally
- Featuring BMW, Porsche, Mercedes-Benz & Audi Clubs
- Big Sur driving tour
- Barbeque dinner

Motorsport Reunion at Laguna Seca

Saturday / Sunday, August 18 & 19

- Vintage Races at Mazda Raceway Laguna Seca
- BMW Corral at Turn Five
- Catered Lunch at our BMW CCA Spaten hospitality tent

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Unless there is an emergency, please contact chapter personnel only between the hours of 6 to 9 PM. You may send emails at any time. Thank you.

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President's message.....

Before I joined the BMW club there was only one 5:30 on my clock, and that was 5:30 P.M.! To say I am not a morning person is a serious understatement. I have been told, by more than one person, that sunrise at Buttonwillow Raceway is the most beautiful sunrise you will ever see. I can tell you, I have seen it and well...if I tell you any different you won't get to experience it for yourself. But just a heads-up, this statement was made by obvious track-junkies, the ones who cannot wait to arrive at the racetrack and pursue their passion for driving! To me, the racetrack is just like any other BMW event. You go, meet great people, and have a fantastic day with friends. It is truly unlike any other day!

It is filled with excitement, camaraderie and lots and lots of smiles. I have met numerous people who have been to hundreds, yes hundreds, of racetrack events, and when you talk to them about the racetrack, you can't miss it, when they tell you about driving on the track, there is a special light, (I was going to say twinkle, but I know better) in their eyes. You can see it when they talk about driving, riding or even walking on a racetrack. These guys are the driving (pun intended) force behind our annual driving schools. They love it and want to share their passion with everyone they meet. So when you see a BMW driver asks them if they have attended or plan to attend a track day, and see if you can spot the light in their eyes.

If you attended our High Performance Driving School, on April 13, at Buttonwillow Raceway, you got an extra special welcome from Mother Nature! We never know what the conditions will be at the racetrack, but you can be sure, even if it is hidden by torrential rain, it is the most beautiful sunrise you will ever see! See you next time!

Deb Warner

2012 Calendar

Jun 3 Auto Parts Swap Meet / Pot Luck
At George Aguilar's home (details on website)

June 6 Monthly Meeting
Marie Calenders, Shaw and Marty. Fresno

June 23/4 Spec e30 Race—Buttonwillow
\$10 per person gate fee

June 30 Day Trip to Point Lobo
Lv from Madera @ 9 AM. (details at meeting or website)

July 4 Meeting ??? TBA ???

July 15 Charity Auto X—Visalia Airport
See details on page 5

Aug 1 Monthly Meeting

Aug 17 Legends of the Autobahn
Details at www.legendsoftheautobahn.org and on page 2

Meeting location
Marie Callenders', Shaw
and Marty, Fresno
Dinner, 5:30-6:30. Meeting
starts shortly thereafter!

Street Survival—Sept 8 2012



Your Teen Can Become a Safer, Smarter Driver!

The Tire Rack Street Survival® school is a safe teen program designed to go beyond today's required driver's education and give teens across the U.S. the driving tools and hands-on experience to become safer, smarter drivers.

With trained and qualified in-car driving instructors as well as classroom experience for each student, the Tire Rack Street Survival provides a "hands-on" driving experience in real-world situations. We use your own car to teach you about its handling limits and how you can control them.

Students will experience emergency driving situations in a controlled environment including **skid control, ABS braking, accident avoidance, and emergency lane changes** among many other good driving skills and habits. Each element will teach a specific skill or group of skills and they will experience each exercise element several times in order to learn from their mistakes.

They will learn how their cars feel and sound just before and as they exceed the limits of tire adhesion in a controlled situation, helping them to avoid accidents in actual everyday driving situations. The exercise elements are laid out in advance and are designed to be fun, safe, challenging and educational.

There is no stopwatch, nor head-to-head competition with other cars. The students are here to improve their skills, not to compare themselves with someone else. **Safety is our prime concern.**

Fresno School Information:

Date: Sat, September 8, 2012
Time: 8:30 AM to 3:30 PM
Location: Fresno Fairgrounds

Cost: \$75 (includes lunch and new membership in the BMW Car Club of America)

For further details, student driver requirements, videos and registration, please visit the Street Survival web site at www.streetssurvival.org or www.ccbmwcca.org.

Pre-registration required.

Space is limited.

This school is staffed by volunteers from the Central California Chapter of the BMW Car Club of America.

Please note: Due to the differences in vehicle dynamics, SUVs and other High Center of Gravity vehicles are not able to participate in this school.



Membership Report

Current Membership: 286 (Full and Associate)

New members:

Richard Claus	Bakersfield
Kevin Faulkenberry	Fresno
Robert Julian	Fresno
Oscar Miranda	Madera

Welcome!

Statement of Purpose

The CENTRAL CALIFORNIA CHAPTER of the BMW Car Club of America, Inc., is an independent group of BMW owners and is not associated with the manufacture, importer, or dealers of BMW automobiles. Open Board meetings are held as announced in this publication. DAS RAD and DAS KAMMRAD are publications of the Central California Chapter and are provided only for the members of the Central California Chapter of the BMW Car Club of America, Inc. The ideas, opinions and suggestions expressed in these publications are those of the several authors, and no authentication is implied or expressed by the editors or publishers. Any suggested modifications to BMW automobiles within the warranty period may void the warranty. Articles submitted are subject to editing. Contents may not be reproduced without expressed written permission except by the BMW CCA and

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AD SIZE	SINGLE ISSUE	FULL YEAR
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FULL PAGE	\$ 175.00	\$375.00
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QUARTER PAGE	\$ 100.00	\$275.00
BUSINESS CARD	\$ 50.00	\$125.00

The above rates are for a full year, include at least four issues of the DAS RAD, and may include additional issues or acknowledgement in the KAMMRAD. The contract period is for the fiscal year Jan 1 thru Dec 31. The advertisement must be paid by Jan. 1 to be included in the first issue. You may make changes to your ad provided the changes are requested before the copy deadline. The editor will advise you if there will be any additional charges for the changes made to your ad

Rick's Ramblingsby Rick Kapheim

Ok. Here we go once more into the war over transmissions. When I was first driving the choice was stark: Boring automatics or manual transmissions of the three or four speed variety. Now we have plenty to choose from: The trusty manual, automatics (BMW has an eight speed), and various dual-clutch auto-manuals and various off shoots of most of the above. I have no problem with anybody choosing any type of transmission, what I do find unsettling is that (1) To many people today have never even experienced the manual transmission, so they do not even know what they are missing and (2) The spin that some publications use when describing attributes of auto-matics/auto-manuals.

Let us take number one first. If you have never had any time with a manual (Hopefully with someone who knows what he/she is doing) it may look like work instead of the fun that it is. I was lucky, I had my grandfather. When I was twelve, my grandfather taught me how to drive in a war-surplus jeep that had a manual, of course. Although it took me awhile to work the clutch properly without damage to my surroundings (I believe that several grapevines gave up their lives in my driving quest that day!) in the end it was well worth it. Many young people to day never even see a car with a stick, let alone experience one. As a duty of being a dad, I taught my daughter how to drive with a manual. She not only drives a manual well, but still enjoys it!

More frustrating, is what many car publications report in their road-tests. In their tests, they will go at warp-9 at Willow Springs, or some such place and the tester will note parenthetically (almost in a whisper) that while the vehicle is probably more fun to drive on the street in a manual, on the race-track it is faster with the auto. I do not get this. 99.9999% (Did I really use than many nines!) of our driving is on the street. If we do not get paid for the experience, what is the advantage? If we do not use a stopwatch, how would we know?

Now, do not write me letters. I have an automatic vehicle (Toyota 4-runner). I get that traffic in LA or worse, in San Francisco (I use to live there in another life) can be tough with a manual. Sometimes you have to compromise with your spouse or other family needs. Some very high end cars (Think of the ones that are usually red and made in Italy) do not even come with a manual, partly because they rev so quickly with enormous amounts of horsepower that it would be hard to manually shift quick enough (and many buyers do not want to shift).

For those of us who do like to shift, it may seem like the end is almost here. But BMW still offers manuals in most of its cars. Porsche recently came out with a seven speed manual (Yes!). Nissan has a manual that will match revs for you as you shift. For the manual to survive, companies will have to do what Porsche, Nissan, and others have done, and that is to actually improve the manual transmissions, not just offer them. A good example is the Lotus Evora. I got to drive one off and on for a day recently and while I loved the handling and steering of the car, I was very surprised at the low end feel of the manual transmission. I guess I am spoiled by BMW manuals. (Note: Mazda Rx-8 has a great manual. I should say had, since 2011 was the last year for this car).

This last year I was lucky enough to be able to by a new car. I told Jadelles (wife) that we could get the manual or the dual-clutch automatic. We have had manuals and automatics at various times in our marriage. I told my wife that I could live with the dual-clutch as she is not yet proficient at manual shifting (another article). Jadelles asked me what I wanted most. I noted that given the choice, I would order the manual, as it would be more fun. My wife simply stated that I should get what I want. Am I a lucky guy or what!

In the end there are no wrong answers as to which transmission to get. As in any purchase, people should make informed choices and then not look back. My favorite shift is the one from six to second on a 90 degree turn on a back-road. Shift, rev and shift again. Just writing these words makes me want to drive. I think I will go out for a spin.

Central Cal to host charity Auto-X

Mark your calendar now... Sunday, July 15th.... I know its gonna be sunny and hot but, we're used to it... right? After years of not having an adequate site to stage an autocross, we found a site and now its up to you to follow through and attend and come an have some fun.... and for a worthy cause to boot!

Our chapter has offered to host an autocross that will benefit our designated charity, Wish Upon A Star. This event is open to all enthusiasts. You can run what you bring!

This event will follow the basic format that our chapter has used in the past. Briefly, we will likely utilize run groups, with practice sessions during the morning (as many as time and entries will permit) and then have a final session (or two) in the afternoon after lunch. We typically do not have designated classes, but we will try to run BMW's, Porsches etc. in their own group(s). Top time of day will be awarded a special "culinary" prize!

We have arranged for a 'lunch wagon' to be on site for food from @ 11 am to 1 pm or so, and there will be 'sanitary facilities' available as well.

We will have designated areas for non-drivers to sit and enjoy the event, but, as there is in reality NO SHADE, feel free to bring your own portable shade devices.

There will be raffle prizes and Wish Upon A Star reps on site if you want to make a donation to the cause. C U there! (more details over here-->)




Autocross Challenge

Hosted by Central California Chapter BMW Car Club of America

For the benefit of
Wish Upon a Star

Sunday, July 15, 2012
Visalia Airport West Ramp
 (next to the Visalia SPCA)

Test your driving skills on a challenging Autocross course

- > Registration 8 AM to 10 AM
- > Practice runs at 9 AM (Will use run groups)
- > Timed runs (runs that count) at 1 PM
- > Food available onsite
- > Entry fee \$30 (minimum donation)
- > Open to all street legal cars (some restrictions may apply)
- > Special prize for top time of day winner
- > All car clubs are invited
- > Limited to the first 100 cars
- > Onsite charity raffle




For additional information visit www.wishautocross.com or www.ccbmwcca.org
 or
 contact Wayne Wundram 559.280.8336

RaceRoom simulators test the skills of club members....



Winners (below left to right) Dave Warner, 3rd, David Splivalo 1st and Frank Reed 2nd. Congrats!



Many thanks to Frank Vasquez for arranging a great event at Fresno's RaceRoom. There was a good turnout and we had several races at different venues, including Laguna Seca. Too bad they don't have Buttonwillow in their files!

Valentine Sweethearts Honored

It has become a tradition here in Central Cal, that our sweethearts, significant others, main squeezes, etc are honored during a special Sunday brunch close to or on Valentine's day. This February was no exception, when a small but intimate group of club 'lovebirds' nested for a 'gourmet' brunch at Visalia's Vintage Press Restaurant.

We dined, poured the champagne and had morning full of culinary bliss followed by a afternoon of blissful driving! Thanks to all who participated.... Don't miss next year!





Let there be... DRY! The checkered flag waves, signaling the end of a really great HPDS. A wet Jon Richman finally gets to dry out. Thanks to Jon and Richard Koch for weathering the storm.



Rooster tails on a racetrack???? Was VERY educational for all the drivers! (photo: Deb Warner)



Another view of the brewing storm. Was quite a display by Mother Nature! (photo: Frank Reed)

Rain, Wind, Cold, and Lightening

This wasn't a driving school for sissies!

Deb Warner

Saying thank you to everyone who attended, instructed at, or volunteered to help at our driving school on April 13 would seem unworthy of your efforts. Some came from southern California and dodged rain, snow, and hail, some came from the north and dodged rain, more rain, and hail, and all of us at the track spent the day, well...dodging rain, hail, and lightening! But I'm going to say it any way – thank you, thank you, thank you!

As volunteers, we report to Denny's for breakfast at 5:45 A.M. on Friday morning. It has always been a pleasure at past track events to watch the infamous sunrise while enjoying camaraderie and fine dining. This Friday, the 13th, was a bit different, the sunrise was covered in clouds, dark stormy clouds. So instead of talking about the sunrise, everyone had their phones out tracking the rain heading our way. At least the fine dining was the same! We finished our breakfast and headed for the racetrack, some of us optimistic we would have a few hours of sunshine. Wrong! It poured rain all the way to the track.

Arriving at the track, the race track's sign-in lady was getting drenched, so we gave her one of the emergency ponchos provided to us, compliments of Jeff Cowan, RVP (Thank you, Jeff!). Central CA also rented garages to store personal items and luggage.

Positive attitude! "The sun will come out, don't worry," was the volunteer mantra. Unfortunately that only worked for about one hour. The next seven hours were filled with almost every form of weather Mother Nature could muster. We were certainly not in Kansas anymore...and no ruby slippers could be found.

But even the cold, rain, wind, and lightening could not dampen the excitement of the racetrack! Students buzzed about driving in the rain, would it be O.K.? Instructors assured everyone this was actually the perfect learning tool for car control skills. I personally took a poll of everyone I met throughout the day, asking, "How is the day going?" Each time I was given the same response: a resounding, "Wonderful!" "How about the weather? Wouldn't you prefer warm, dry weather?" "No," was the answer from everyone (well, except one person). Nearly everyone said they loved the conditions and the extra hurdles it provided.

Our day ended with a quick clean-up, and a wet drive home (or was it a wet clean-up and a quick drive home, who remembers...?). In either case, it was another successful Central CA High Performance Driving School. We want to give special thanks to Peter Kwan, Driving Event Coordinator, and Eddy Funahashi, Chief Driving Instructor, for their innumerable hours of organizing and making our event look like it was effortless. And to all the instructors and volunteers, thanks so much – we could not continue to provide schools with such a high level of excellence without all of you. See you next April!



Lake Buttonwillow.... not officially on any map. We could have used some boats for a while! Good drainage and some sunshine saved the day for us! (photo: Frank Reed)

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