

# die flüsternde bombe

April 2012



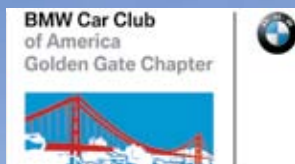
This issue:

Al Kaehler Profile

Motorsports High School

What's Holding You Back?

3 Series BMW Press Jaunt



May 19, 8:00 a.m.-5:30 p.m.  
Candlestick Park, San Francisco

Upcoming schools:  
July 28 and October 20



# The Ultimate Driving Skills

Experiment with your car's handling! Break your old bad habits! Have some fun, while you pick up some useful driving skills! The GGC Car-Control Clinic is the perfect answer, whether you're starting out as a teen driver, or just want to hone your talents. Remember, the Car-Control Clinic is a prerequisite for GGC track schools, too! But it's also terrific fun—and useful!—in its own right.

## Things to know:

- Must be a member of BMW CCA
- Must have a valid driver's license (no learner's permits)
- Notarized Minor Release Waiver required if you are under 18 (see the GGC website, clinic overview)
- Two students can share one car (each must register separately)
- Convertibles allowed
- Be open-minded and willing to have fun!

## What you get:

- Personalized attention from experienced GGC instructors
- Instruction geared to your level
- Short "chalk talk" followed by hands-on exercises
- Skid pad, slalom, and braking exercises
- Learn proper use of steering wheel, brakes, and throttle
- Approved pre-requisite for on-track high-performance driving school

# Car-Control Clinic

- Online only: go to [www.ggcBMWcca.org/Calendar](http://www.ggcBMWcca.org/Calendar)
- Registration is first come, first served; opens 6-8 weeks prior to the clinic
- Only \$120 per student—lunch included! (\$168 for non-members, includes one-year membership to BMW CCA)





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### On the cover

Glee's William McKinley High School might kick butt with their glee club, but Porterville High School—PHS—kicks butt with their motorsports club.

Dito Milian/Gotbluemilk.com

Your input is encouraged! Magazine submissions deadline is the first of each month prior to publication.



### Die Flüsternde Bombe:

*"The Whispering Bomb"*

The Official Magazine of the Golden Gate Chapter, BMW CCA

1969-2012: Celebrating 43 years of BMW enthusiasm in the Golden Gate region.

# CHAPTER INFORMATION

## Board Members

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**REGULAR CONTRIBUTORS** Jonathan Bush, Percy Chow, Dennis Harrold  
**PRINTING** Commerce Printing

Requests for replacement or extra copies of the GGC newsletter should be directed to the membership chair.

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**SAN LUIS OBISPO AREA** Dennis Harrold, SLOAreaRep@ggcbmwcca.org

## BMW CCA Pacific Region VP

**NATIONAL BOARD REPRESENTATIVE** Jeff Cowan, 650 322-4938, PacificRVP@bmwcca.org

## MAGAZINE AD RATES PER MONTH:

Commit to:	1 issue	2-3 issues	4-7 issues	8-10 issues
<b>Inside black and white ads:</b>				
Full page	\$344	\$327	\$310	\$275
1/2 page	\$188	\$179	\$169	\$150
1/4 page	\$135	\$125	\$113	\$105
Bus. card	\$ 88	\$ 84	\$ 79	\$ 70
<b>Inside color ads:</b>				
Full page	\$500	\$475	\$450	\$400
1/2 page	\$263	\$250	\$237	\$210
1/4 page	\$175	\$166	\$156	\$146
Bus. card	\$99	\$94	\$89	\$84
Specified Placement fee: 25% of ad cost/mo.				
<b>Inside front/back cover:</b>				
Full page	\$513	\$488	\$462	\$410
Back Cover:	\$775	\$737	\$698	\$620

## Commercial Advertising:

This publication is read monthly by over 4,300 BMW enthusiasts in Northern California. Deadline for new ad artwork is the fifth day of each month prior to publication. Please submit artwork to the Advertising Manager.

Commercial advertisers are responsible for supplying their own ad copy. All commercial advertising must be paid in advance. Contact the Advertising Manager for further details: Advertising@ggcbmwcca.org. Please note, this publication is sent Bulk Rate USPS.

For Web or Email-blast advertising rates, please contact the Advertising Manager.

## GGC, BMW CCA

Golden Gate Chapter, BMW CCA, Inc. is a nonprofit California corporation, it is a chapter of the BMW Car Club of America, and is not connected with Bayerische Motoren Werke AG or BMW of North America. *Die Flüsternde Bombe* is a publication of the Golden Gate Chapter; all ideas, opinions, and suggestions expressed in regard to technical or other matters are solely those of the authors, and no authentication, endorsement, or guarantee is expressed or implied. Golden Gate Chapter BMW CCA, Inc. assumes no liability for any of the information contained herein. No factory approval is implied unless so indicated. Modification of your BMW within the warranty period may void the warranty, and some modifications may violate federal or state laws or regulations. All contents remain the property of the chapter, but BMW CCA and BMW ACA chapters may quote or copy from the publication, provided full credit is given to the author and the Golden Gate Chapter, unless otherwise noted or specifically prohibited.

## Chapter Mailing Address:

Golden Gate Chapter BMW CCA  
 68 Mitchell Blvd, Suite 250  
 San Rafael, CA 94903

## BMW CCA

The BMW Car Club of America, Inc. is a not-for-profit national association of over 70,000 members, dedicated to the enjoyment of driving BMWs. Membership is not limited to BMW owners and aims to provide access to driving and social events, maintenance and technical information, parts discounts, and more. Dues are \$48 per year, with an associate member added for \$10 more. Members receive the monthly *Roundel* magazine and a newsletter from their local chapter, or from a chapter of their choice. The Golden Gate Chapter is one of the largest chapters in the BMW CCA with over 4,300 members.

For a new membership or to renew an existing one, please call toll free 800 878-9292 or visit [www.bmwcca.org](http://www.bmwcca.org). Visa and Mastercard accepted.

## BMW CCA mailing address:

640 South Main St., Suite 201  
 Greenville, SC 29601  
 Phone: 864 250-0022  
 Fax: 864 250-0038  
[www.bmwcca.org](http://www.bmwcca.org)

## MEMBER UPDATES

Membership address corrections are only accepted at the BMW CCA website or national office.

## PRIVACY STATEMENT

By joining the BMW Car Club of America (BMW CCA), you provided personal information that allows us to contact you. BMW CCA provides this information to the Golden Gate Chapter (GGC) of the BMW CCA for the following purposes:

- To send the GGC magazine (*Die Flüsternde Bombe*) by U.S. Mail.
- To help us create content and events most relevant to you.
- To alert you to updated information and other new services from [ggcbmwcca.org](http://ggcbmwcca.org) using an email announcement list.

GGC BMW CCA does not distribute personal information to any third parties. The information you provide to BMW CCA to be used by the GGC will not be used for any other purpose—we promise.

## PUBLISHING

*Die Flüsternde Bombe* is produced monthly (except for combined issues Nov/Dec and Jan/Feb). Article/photo submission deadline is the first day of each month prior to publication. Submissions go to the Editor at: Bombe@ggcbmwcca.org.



**A** few weeks ago, several other GGC board members and I had the opportunity to attend the BMW CCA's Chapter Congress in Dallas. The convention is held every couple of years, gathering board members from the 67 chapters across the country to discuss topics ranging from membership retention to social media to accounting. As our membership chair, I was most interested in the discussions around member retention and engagement.

Over the past several years, our chapter—along with many others of our size—has seen a gradual decline in total members. The Golden Gate Chapter has lost over 1,200 full and associate members from our high of 5,497 in January 2003. Part of the recent decline has been due to the economy, and part of it may have something to do with the difficulty of attracting younger members.

In the last few years, GGC has implemented several methods of attracting and retaining members. As a way to recruit people into the Club, we've increased our presence within the local BMW dealers and shops by giving them Club brochures and copies of the *Bombe* for their customer areas. To increase retention of our membership base, we began campaigns to reach out to new members and to those whose membership had lapsed.

As a way to better connect with our members, two years ago we were one of the first chapters to have a Facebook fan page; there are now over 1,100 fans subscribed. Facebook provides not only a platform to easily share photos and videos from past events, but also a more robust way to promote upcoming events. This social media site is also used to share any major BMW news about products. This avenue has been fairly successful for us.

At this year's Chapter Congress, the sessions concerning social media and online communication presented

even more ways for the chapters to boost member retention. These sessions provided some good ideas about how we can further improve our communication with formatted emails and campaign tracking. I had the chance to meet with several board members from the Boston, Puget Sound, and San Diego Chapters. The Boston Chapter recently began publishing a membership guide as a substitute for one of their four newsletters a year; it's an excellent production, which fully details the various events offered by the chapter. GGC is currently evaluating how we could do something similar, targeting new members to make them more aware of what their local chapter has to offer.

We know that one of the best ways to retain new members is to get them engaged in a chapter event, whether it's a driving tour, a social event, or a car-control clinic.


Getting them engaged starts with a personal connection from someone in the chapter who can explain what we have to offer.

With a chapter of over 4,200 members, it takes a lot of effort to reach each month's new enthusiasts. But it takes very little to welcome a newcomer, introduce yourself, and help them feel like they're a vital part of the Club—and the reward is a better experience for all of us in the chapter. If you've always thought about getting involved, this is the easiest way to make a difference; and if you have any new ideas, drop by an upcoming board meeting or email me. We'll be glad to have your help!



By Ian Dunn, Membership Chair

**GGC**



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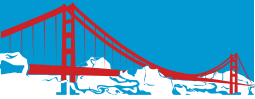
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# CALENDAR OF EVENTS

## » APRIL

**Apr 14 Autocross** **GG Chpt**  
 Marina Municipal Airport, Marina Jeff Roberts  
 ggcbmwcca.org autocross@ggcbmwcca.org

**Apr 15 Cars & Coffee** **GG Chpt**  
 Starbucks, Santa Clara Eric Ries  
 ggcbmwcca.org socialdirector@ggcbmwcca.org

**Apr 19 Board Meeting** **GG Chpt**  
 Round Table Pizza, San Mateo Donna Seeley  
 ggcbmwcca.org president@ggcbmwcca.org

**Apr 29 Pozo Tour** **GG Chpt**  
 San Luis Obispo County Dennis Harrold  
 ggcbmwcca.org SLOarearep@ggcbmwcca.org

## » MAY

**May 5 Autocross** **GG Chpt**  
 Marina Municipal Airport, Marina Jeff Roberts  
 ggcbmwcca.org autocross@ggcbmwcca.org

**May 12 Car Club Challenge** **GG Chpt**  
 LeMans Karting, Fremont Tammi Hull  
 ggcbmwcca.org treasurer@ggcbmwcca.org

**May 12 ALMS BMW Corral** **Sac Chpt**  
 Laguna Seca, Monterey Pat deWitt  
 ggcbmwcca.org editor@svbmwcca.org

**May 17 Board Meeting** **GG Chpt**  
 Round Table Pizza, San Mateo Donna Seeley  
 ggcbmwcca.org president@ggcbmwcca.org

**May 19 Bimmerfest** **Bimmerfest**  
 Rose Bowl, Pasadena bimmerfest.com

**May 19 Car-Control Clinic** **GG Chpt**  
 Candlestick Park, San Francisco Canyon Chan  
 ggcbmwcca.org carcontrol@ggcbmwcca.org

## » JUNE

**Jun 2 Autocross** **GG Chpt**  
 Marina Municipal Airport, Marina Jeff Roberts  
 ggcbmwcca.org autocross@ggcbmwcca.org

**Jun 1 Wine Cruise: Sonoma Historics Infineon Raceway**  
 Sonoma Mike D'Addario  
 (707) 933-3941 mdaddario@infineonraceway.com

**Jun 2-3 Corral: Sonoma Historics** **GG Chpt**  
 Infineon Raceway, Sonoma Paula Williamson  
 ggcbmwcca.org NorthBayRep@ggcbmwcca.org

**Jun 17 Tour & Steam Train Ride** **GG Chpt**  
 Niles Canyon Railway, Fremont Mike Zampiceni  
 ggcbmwcca.org tours@ggcbmwcca.org

**Jun 21 Board Meeting** **GG Chpt**  
 Round Table Pizza, San Mateo Donna Seeley  
 ggcbmwcca.org president@ggcbmwcca.org

## » JULY

**Jul 14 GGC Summer Party** **GG Chpt**  
 Private Residence, Los Altos Hills Jeff Cowan  
 ggcbmwcca.org rvp@bmwcca.org

**Jul 19 Board Meeting** **GG Chpt**  
 Round Table Pizza, San Mateo Donna Seeley  
 ggcbmwcca.org president@ggcbmwcca.org

**Jul 28 Car-Control Clinic** **GG Chpt**  
 Candlestick Park, San Francisco Canyon Chan  
 ggcbmwcca.org carcontrol@ggcbmwcca.org

**Jul 29 Autocross** **GG Chpt**  
 Candlestick Park, San Francisco Jeff Roberts  
 ggcbmwcca.org autocross@ggcbmwcca.org

## » AUGUST

**Aug 16 Board Meeting** **GG Chpt**  
 Round Table Pizza, San Mateo Donna Seeley  
 ggcbmwcca.org president@ggcbmwcca.org

**Aug 17 Legends of the Autobahn\*** **Central Cal**  
 Monterey legendsoftheautobahn.org

**Aug 18-19 BMW CCA Festorics\*** **Central Cal**  
 Monterey Frank Patek festorics.org

**Aug 16 Board Meeting** **GG Chpt**  
 Round Table Pizza, San Mateo Donna Seeley  
 ggcbmwcca.org president@ggcbmwcca.org

**Aug 25 Autocross** **GG Chpt**  
 Marina Municipal Airport, Marina Jeff Roberts  
 ggcbmwcca.org autocross@ggcbmwcca.org

## » SEPTEMBER

**Sep 17-23 BMW CCA Oktoberfest\*** **BMW CCA**  
 Mid-Ohio Sports Car Course, Columbus, OH BMW CCA  
 bmwccaofest.org

**Sep 20 Board Meeting** **GG Chpt**  
 Round Table Pizza, San Mateo Donna Seeley  
 ggcbmwcca.org president@ggcbmwcca.org

**Sep 21-23 FIA WTCC Corral** **GG Chpt**  
 Infineon Raceway, Sonoma Donna Seeley  
 ggcbmwcca.org president@ggcbmwcca.org

**Sep 22 Autocross** **GG Chpt**  
 Marina Municipal Airport, Marina Jeff Roberts  
 ggcbmwcca.org autocross@ggcbmwcca.org

## » OCTOBER

**Oct 18 Board Meeting** **GG Chpt**  
 Round Table Pizza, San Mateo Donna Seeley  
 ggcbmwcca.org president@ggcbmwcca.org

**Oct 20 Car-Control Clinic** **GG Chpt**  
 Candlestick Park, San Francisco Canyon Chan  
 ggcbmwcca.org

**Oct 21 Autocross** **GG Chpt**  
 Marina Municipal Airport, Marina Jeff Roberts  
 ggcbmwcca.org autocross@ggcbmwcca.org

To add an event to the calendar, email your information to:  
 CommunicationsManager@ggcbmwcca.org

## Connect With Us



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BMW CCA Website [www.bmwcca.org](http://www.bmwcca.org)  
[www.bmwccaOfest.org](http://www.bmwccaOfest.org)



# chapter summer Party!

## JULY 14

Mark your calendars and get set for some fun in the sun!

- Lush setting at an incredible private home in Los Altos!
- Feast on BBQ and make-your-own hot fudge sundaes!
- Play in the pool... or dine in the pool!

Bring the whole family – it's always the best gathering of the year! Online registration and additional details coming soon.



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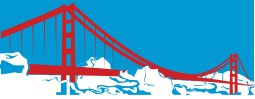
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# ANNOUNCEMENTS

## BOMBED OUT

Help us pick a name! We think it's time to update the name of our chapter magazine—*Die Flüsternde Bombe* (The Whispering Bomb) is a term that the German magazine *Auto Bild* used for the BMW 2002 in the late '60s in reference to sound the grilles made as it bombed around the race track. Help us choose a name that is more fitting for 2012 and beyond! Send your witty suggestions and submissions to [treasurer@ggcbmwcca.org](mailto:treasurer@ggcbmwcca.org).

## TECH-SESSION COORDINATOR WANTED

Do you love the technical aspects of cars? Maybe the perfect opportunity is here waiting for you: The GGC has a vacancy in our tech-session-coordinator position. This job entails scheduling, managing, and promoting tech-oriented events for our chapter members. The ideal candidate will plan tech sessions at local shops and companies that cover a variety of topics.

Perhaps you've read about many of the interesting past sessions that Aleksey Kadukin has organized during the last several years; our members have had the opportunity to go into top-level shops to learn about suspension setups, body-and-paint technology, detailing, etc.

As we are in the heart of Silicon Valley, the range of prospective sessions is wide open for this coordinator; within our area, we've got so many big-name firms to choose from: the BMW Tech Office, Dinan, Tesla, Chevron, Canepa Design, and a variety of high-end tuners and shops. If you are interested in volunteering for this position, please send an email to [board@ggcbmwcca.org](mailto:board@ggcbmwcca.org).

## BOARD MEETINGS

Thursday, Apr 19, 7:00 p.m.

Round Table Pizza, 1304 W. Hillsdale Blvd., San Mateo

Donna Seeley, [president@ggcbmwcca.org](mailto:president@ggcbmwcca.org)

Board meetings are open to all members; they're a great way to get involved with your chapter! Come join us for some lively conversation!

### Upcoming dates:

May 17	August 16	November 15
June 21	September 20	December 20
July 19	October 18	

## CENTRAL CAL CHAPTER: ONE-DAY DRIVING SCHOOL

April 13 (Friday)

Buttonwillow Raceway, Buttonwillow, CA

[cccbmwcca.org](http://cccbmwcca.org)

BMW CCA driving schools are conducted on a closed circuit and supervised by experienced instructors, resulting in a safer learning environment. The primary emphasis of the high-performance driving school is a hands-on driving experience in your own car—with a BMW CCA driving instructor sitting beside you.

You will learn how to handle and control your car in this secure environment, which will prepare you for emergencies and allow you to discover your limits and your car's capabilities. In addition to one-on-one coaching with your instructor, there are classroom sessions, which help teach driving theory that is subsequently applied on the track. A

driving school is an excellent way to enjoy your car, while building skills and driving proficiency. The school is open to students of all skill levels—even novices with no track experience are welcome! For more experienced track rats, our A group will feature the A+ curriculum.

The price is \$250 for members of BMW CCA, \$298 for non-members (includes a one-year membership in the BMW CCA). Register immediately at [MotorsportsReg.com](http://MotorsportsReg.com)—registration is open until April 6, unless we fill the school earlier!

## GGC AUTOCROSS

April 14

Marina Municipal Airport, Marina

Autocross team, [autocross@ggcbmwcca.org](mailto:autocross@ggcbmwcca.org)

Autocross events are low- to medium-speed auto-racing events that are often run in parking lots and on airport runways. Generally, a course will be defined using traffic cones. One at a time, drivers negotiate the course, testing their skills against the clock. Time penalties are charged for disturbing cones, with a penalty of one second per cone. As a rule, each driver takes six to seven runs at an event, and is awarded the best time of all runs taken.

This is an inexpensive, safe way to experience racing. It develops your driving ability, and helps you discover your car's capabilities and limitations—making you a better, safer driver on the road. Many would-be race drivers use it as a jumping-off point into the sport of road racing, but the greatest thrill of autocross is the challenge of beating your own time. It's fun! Want to learn more? Check out our Autocross Primer at [ggcbmwcca.com](http://ggcbmwcca.com) under Driving Events>Autocross, or visit [bmwautocross.com](http://bmwautocross.com).

Non-BMWs are allowed to participate, but all participants must be BMW CCA members. If you are not currently a member, you can add a BMW CCA membership during the registration process and pay during checkout.

Event cost is \$50 (a sack lunch is optional for an extra \$5). Our lunch break is only 30 minutes long. You must return on time! The drivers' meeting begins at 9:00 a.m.; if you miss the drivers' meeting, you will not be allowed to participate in the event.

Registration is only at [MotorsportReg.com](http://MotorsportReg.com)

### Upcoming dates:

May 5 (Marina)	September 22 (Marina)
June 2 (Marina)	October 21 (Marina)
July 29 (Candlestick)	November 3 (Top Driver Shootout: Marina)
August 25 (Marina)	

## CARS & COFFEE

Apr 15, 9:00 a.m.–12:00 p.m.

Starbucks, 3551 Homestead Road, Santa Clara

Eric Ries, [SocialDirector@ggcbmwcca.org](mailto:SocialDirector@ggcbmwcca.org)

Please join us and your fellow BMW CCA members for Cars & Coffee! This is simply a casual get-together where we'll hang out with a warm morning beverage and enjoy some great conversations about BMWs—and whatever else happens to come up. The event will be at the Starbucks

on Homestead and Lawrence Expressway in the Super Kyo-Po Plaza.

Please register if you plan to attend: <http://bit.ly/GGC-CarsNCoffee>.

## POZO TOUR

April 29, 9:15 a.m.

Park & Ride lot, Exit 211 (to Santa Margarita) Highway 101 north  
Dennis Harrold, [SLOAreaRep@ggcbmwcca.org](mailto:SLOAreaRep@ggcbmwcca.org)

Join us for another driving adventure on the back roads of north San Luis Obispo County on Sunday, April 29. We will leave at 9:45 from the Park & Ride. This will be a two-hour drive which includes Highways 41 and 58 as we work our way east to Bitterwater Road, then back on 58 for lunch at the Pozo Saloon.

## CAR-CLUB KARTING CHALLENGE

May 12, 8:00 a.m.

\$75 per person

LeMans Karting, 45957 Hotchkiss St., Fremont

Tamara Hull [treasurer@ggcbmwcca.org](mailto:treasurer@ggcbmwcca.org)

Calling all drivers! Come represent the GGC and the BMW marque at this car-club challenge. Teams from PCA, Lotus Club, Audi Club, and Tesla will also be participating.

This event is run in a team-endurance format, where teams race to complete as many laps as possible within the allotted time of 2½ hours. Teams will need to make decisions on qualifying strategy, driver order, and pit-stop tactics.

### **Event format:**

- One five-minute practice/qualifying session
- A minimum of two stints per team driver during the race

The Mega Track will accommodate up to fifteen karts at a time. For the practice/qualifying sessions, one member from each team will be on the track at a time; since there are teams of five, qualifying will be split into five separate sessions. The top time from each team determines the starting order for the race. The teams will then have a short break to discuss driver order for the race.

This is a 2½-hour timed event. Each team must complete a minimum of nine driver changes during the race (two stints per driver). Like real endurance racing, driver changes will be done while the clock is running. Remember, great communication makes a great team!

## ALMS RACE CORRAL AT LAGUNA SECA

May 12

Laguna Seca, Monterey

Pat deWitt, [editor@svbmwcca.org](mailto:editor@svbmwcca.org)

The annual ALMS BMW Corral, sponsored by BMW NA and brought to you by the Sacramento Valley and Golden Gate Chapters of BMW CCA, will be open on Saturday for you to enjoy the six-hour endurance race into the darkness!

Our generous vendors are enabling us to hold a drawing for a set of Dunlop tires, as well as other goodies. (You must be a BMW CCA member to win.)

MazdaRaceway.com explains the race: "The American Le Mans Series returns for its 14th season and is the premier

sports car racing championship in the world. As the global leader in green racing, its technology intensive race cars showcase tomorrow's automotive advancements as the Series encourages automotive manufacturers to test their latest technical innovations on the race track. Featuring multiple classes of high-tech sports cars competing together in each race, the American Le Mans Series provides a dynamic that offers constant passing and on-track battles throughout. The six-hour endurance race takes competitors from daylight, to dusk and into the darkness, pushing drivers' and crews' mental and physical abilities."

Tickets and corral passes will soon be available through [MotorsportReg.com](http://MotorsportReg.com). Practice and qualifying are on Friday—corral passes are good for both days. There is no racing on Sunday of the weekend. Dress warmly, as it gets quite cold after the sun goes down!

## CAR-CONTROL CLINIC

May 19

Candlestick Park, San Francisco

CCC Team, [carcontrol@ggcbmwcca.org](mailto:carcontrol@ggcbmwcca.org)

Car-control clinics are our Club's greatest community service. Because of these courses, there are now many better and safer drivers who share the road with you and me. Why don't you become one of them, too?

You will learn the basics of performance-car control by participating in three low-speed exercises—slalom, skidpad, and emergency-avoidance tactics—complete with instruction. These exercises will better prepare you for situations on the track, as well as in everyday driving.

After this school, you'll know what to do when your car begins to slide, or how to safely maneuver in control during that panic stop. Even if you think you know what you are doing with your current skills, come out and explore the limits of your car in a controlled setting. This is also an exceptional (and fun!) school for teenagers and beginning drivers.

Attending a car-control clinic is a prerequisite for all first-timers (with no previous on-track driving experience) who plan to attend our high-performance driving schools.

Event cost is \$120 for BMW CCA members and \$168 for non-members (which includes a one-year BMW CCA membership). Lunch is included. If you plan to attend, please read our event overview!

Registration for our clinics begins approximately 6–8 weeks before the event. For more information, see the CCC Overview or contact the CCC team.

*Our 2012 schedule:*

July 28 (Candlestick)

October 20 (Marina)

## SONOMA HISTORIC MOTORSPORTS FESTIVAL: WINE CRUISE AND TRACK LAPS

June 1, 9:00 a.m.–5:00 p.m. (Friday)

Sonoma

\$50 per person

Mike D'Addario, (707) 933-3941, [mdaddario@infineonraceway.com](mailto:mdaddario@infineonraceway.com)

Why not make it a long weekend of the Sonoma Historic Motorsports Festival? (See announcement below.) Or why

not play hooky on Friday, and take a day to enjoy Sonoma? This special tour starts at Infineon Raceway and proceeds with a beautiful drive to a specially chosen winery. There you'll enjoy a tour of the grounds and wine-making facilities. Included in the tour will be a delicious barbeque lunch—trip or chicken, with all the fixings—and a wine-tasting.

Once we return to the track, you can take in the vintage race cars preparing for the weekend motorsports festival. Finish your day off with a few low-speed laps around Infineon—and make sure you smile as you head up to Turn Two (Chaos Corner), as you and your ride will be photographed!

- 9:00 a.m.\*: Meet at Infineon Raceway for registration, coffee, and pastries (water to be provided)
- 10:00 a.m.\*: Leave raceway and cruise to a local winery
- 2:00 p.m.\*: Leave winery at and head back to the track via the same route
- Arrive at raceway, watch the vintage-cars practice for the weekend races
- 5:00 p.m.\*: Drive a few laps around the famed 2.52-mile Infineon Raceway

\*TIMES APPROXIMATE

## SONOMA HISTORIC MOTORSPORTS FESTIVAL: BMW CORRAL

June 2-3

Infineon Raceway, Sonoma

Paula Williamson, NorthAreaRep@ggcbmwcca.org

<http://tiny.cc/SonomaHistorics-GGC-Tix>

Join us in the wine country at Infineon Raceway for the famous Sonoma Historic Motorsports Festival! Sonoma Historics is vintage racing at its finest, featuring nearly 400 historic race cars. Where else can you see cars on track that span the 20th century? You'll see cars from all of these racing groups: Pre-War Sports and Racing cars, Sports Racing Cars, Formula Cars, Historic Trans-Am, Historic Can-Am, IMSA GTP, FIA, GT, and Grand National.

Take in the races and historic race cars while sipping on local wines and food. But take it very easy on the *vino*, because at the end of the day, your corral pass is your ticket to parade laps on track in your car!

### GGC's BMW Corral features:

- Exclusive reserved parking for BMW owners at Turn Three
- Full visibility of the race cars on track from the Corral
- Complimentary refreshments
- Parade laps on track in your BMW on Saturday and Sunday afternoon

**The Corral is a ten-minute walk or two-minute shuttle ride from:**

- The Wine Country Pavilion, with food and wine samples from Sonoma and Napa
- Midway food and exhibits
- Wine Country Motorsports store
- The paddock and pit for an up-close look at the race cars

### Basic Info:

- \$35 single-day race entry, plus \$15 single-day pass for the Corral

- \$50 weekend pass race entry, and \$20 weekend pass for the Corral
- The corral pass will be your ticket for the parade laps on the track at the end of each day
- All tickets will be available on line ONLY at this link: <http://tiny.cc/SonomaHistorics-GGC-Tix> (sorry, no sales at the gate!)

## GGC TOUR AND STEAM-TRAIN RIDE

June 10

Fremont

Mike Zampiceni, Tours@ggcbmwcca.org

This tour starts in east San Jose and ends in the Niles district of Fremont. We'll start out the morning the right way, by traversing some entertaining back roads east of San Jose, then head over to the Niles Canyon Railway in Fremont. Here we'll take a ride on a restored steam train to the village of Sunol and back. Lunch is planned in the Niles area for after the ride.

The Loma Prieta Region of the Porsche Club of America will be joining us for this event.

## GGC SUMMER PARTY!

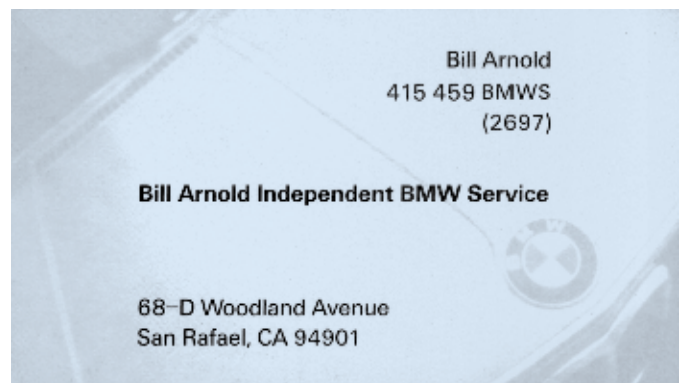
July 14

Private residence, Los Altos Hills

Mark your calendars; we've set a date for our chapter party! We'll start the day with a great touring drive (optional) over some fantastic mountain roads. The party starts in the afternoon at an incredible private residence, where you'll be treated to a feast and a pool party. Bring the whole family to this one—it's always the best gathering of the year!

Online registration and additional details will be available as we get closer to the date. **GGC**

*There are even more events to tell you about, just go to the GGC website via the QR code below!*



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*BMW launches the new 3 Series—and invites a few lucky owners.*

## **E30 OWNER: FORTUNE COMES A-KNOCKING**

By Nick Argeris

In December, I saw a posting on one of the local BMW forums about a contest: BMW NA was looking for five pristine, stock 3 Series non-M sedans—one to represent each of the five generations—for their press launch for the new F30-bodied 3 Series in Monterey at Laguna Seca Raceway. The cars would be on display during the press event, and would be photographed for BMW's press archives. In exchange for the use of the chosen cars, their owners would get to attend the launch—and would also be given the use of an F30 for a week for their own private driving experience.

My wife thinks I'm pretty lucky, so I bit. I happen to own a 1991 BMW 325i with 31,000 miles, so I submitted my application for the contest and waited. Three weeks later, Sean Lobosco, the fleet specialist at BMW NA, contacted me to inform me that they wanted to use my car to represent the E30 generation! Needless to say, I was ecstatic.

Monday morning of the launch week I drove my car from the Bay Area down to Laguna Seca. Upon arrival, I met Sean, who was in charge of the event. As it was their setup day, none of the journalists were there yet; it was only the BMW NA crew, including three driving instructors from the BMW Performance Driving School, two professional photographers, two BMW mechanics, a semi-truck full of setup supplies, fifteen brand-new F30s, two 2011 M3s, and 50 (count 'em!) tires for the week.

I got a chance to drive one of the F30s—but not on the track, alas. I was impressed! It was very responsive and agile. The head-up display is hands-down the coolest tech feature; the interior of the many different color combinations among the press cars impressed me with the design style. My favorite interior is the black leather with red stitching in the Sport Line.

Later that morning, I got a chance to ride shotgun on the track with Greg Bunner, a BMW Manufacturing rep from the factory in Spartanburg, South Carolina. He selected the blue 2011 M3 for our laps—and although it wasn't the F30, I was certainly not disappointed with his decision!

I spent the next 30 minutes as a witness to the performance limits of what amounts to a street-legal race car. I

**Continued page 14**





Don Low

## **E46 OWNER: OTTO IS HONORED**

**By Tom Escover**

**L**ast December, I learned of a promotion by BMW NA that revolved around the West Coast press launch of the newest iteration of the 3 Series sedan, the F30. BMW wanted to highlight the 3 Series lineage by displaying a sample of each previous rendition of the 3 Series non-M sedans. Owners of these models were asked to submit an entry describing their car, along with detailed pictures and a brief history of the car. From these entries, one representative car would be selected for each of the E21, E30, E36, E46, and E90 models. Among the requirements were that the car should be stock, it should be a four-door sedan (except for the E21), and it should be in good-to-great original condition. In exchange for the use of our cars, BMW would provide each of us with the use

of a Modern Line F30 for a week, and would invite us to attend a day of the launch.

I prepared photos and a profile of "Otto," our E46 328i, which my wife and I have owned since new. At the time, the car had 146,000 miles on the odometer. In my write-up, I mentioned that at one time Otto had been whipped by a snapped PG&E line on Highway 101, and on another occasion had been rammed in the driver's door by an aggressive deer on Highway 1. On a more positive note, Otto has attended BMW corrals at Laguna Seca and Sears Point, has entered the clean-car contest at Concorso Italiano, and had been driven to BMW CCA's Pasadena Oktoberfest in 2004.

When I got the news that I was chosen, things happened pretty quickly. BMW made arrangements to have a rollback truck transport Otto from my house to Monterey. In a small bit of irony, if I had chosen to drive to Laguna Seca and drive back, sometime during the journey, Otto would have rolled over 150,000 miles.

The press launch took place over a four-day period, with one wave of journalists on the track on Tuesday and another group on Thursday. The owners of the cars on exhibit were invited to the track; I was able to attend the Thursday session, arriving just as lunch was beginning. I was looking over my car and the others on display when I spotted Bill Auberlen walking past. I said hi to him and commented that the E46

**Continued page 15**



*Otto gets the white-glove treatment on his transport to Laguna Seca.*

must admit that I am not an expert when it comes to racing or track time; two or three sessions at the go-kart place in Burlingame sums up my experience. So to me, the track time went something like this: wide-open throttle, paddle shifts at redline, maximum braking, turn into the corner, wide-open throttle, paddle shifts at redline, maximum braking, turn into the corner—repeat, repeat, repeat!

After the first lap we were flagged into the pits. In the excitement to launch onto Laguna's tarmac, we had both forgotten our head socks and helmets—oops! Back on the track, Greg managed to hit 120 mph on the long straight-away every lap. Even slightly muffled inside my helmet, I found myself awestruck at the sound of an engine at 8,300 rpm. For one lap I focused on Greg's inputs to the car: when he shifted, when he braked, and the line he took into each turn. If I began looking somewhere other than the track, the next application of max braking would literally snap my head back into reality. I thought about how different it would be if there were other cars on the track, inches from us, during an actual race. It occurred to me how difficult it must be for professional race-car drivers to maintain concentration throughout a multi-hour race.



Don Lowy

Before I knew it, our time was up. I could not wipe the grin off my face as we pulled into the pits after a cool-down lap. I thanked Greg and headed back to the paddock. Later, my wife arrived to pick me up so we could spend the rest of the afternoon and evening in and around Monterey. We figured it was a perfect opportunity to enjoy some time in one of the more beautiful areas of California.

Tuesday morning we returned to Laguna Seca for the first wave of the press event. It was another fun-filled day of cars, track driving, presentations, and a fine catered lunch. Friday completed the experience when a town car arrived at my door to deliver me to Monterey to pick up my car. All in all, it was an amazing experience—and to top it off, in March I get one of the F30s to borrow for a week. I believe my wife: I am one lucky guy! **GGC**





in the display was mine. He looked the car over, said some nice things, then he focused on the tires. After studying them for a few moments, he remarked on the “pretty aggressive wear pattern”—I took that as a compliment!

Lunch was catered by Bernardus Lodge, one of the premier luxury resorts on the Monterey Peninsula, where rooms start at over \$400 a night—for winter rates—and range to \$2,000 a night for a two-room suite in summer. The lodge is located at the south foot of Laureles Grade in Carmel Valley, and is owned by Dutchman Bernardus (Ben) Pon—who may be familiar to some as a Porsche racer in Europe throughout the '60s and early '70s. He competed at Le Mans on six occasions and also raced at Spa, the Nürburgring, and Sebring. Currently, in addition to operating the lodge, he produces fine wines from the nearby vineyards.

The journalists and press photographers had the opportunity to pick from about two dozen F30s (328i and 335i configurations) to drive on track. The journalists' impressions can be found on several websites and news feeds. I was told I should be able to get a few hot laps

riding with one of the BMW Performance Driving School instructors after the journalists were finished with their drives. However, some journalists seemed to have a quite detailed agenda—including in-car cameras to record their laps. As it turned out, I was not able to get a ride before I had to depart. It was fun hear the pit-lane buzz about the journalist who was doing the street-drive portion of the program in the morning being clocked by the CHP at 103 mph near Big Sur—that's 103 on Highway 1, folks!

In addition to the 328i and 335i cars for the press, I found a 1 Series ActiveE, another F30 apparently diesel-powered, and an Active Hybrid 3 lurking in the track garages. I was unable to learn anything about these models during my brief visit, but I'm sure their presence was no coincidence! **GGC**

*(Look for GGC member Don Louw's April Roundel article on the ActiveE and his electric ride with Ludwig Willisch, president of BMW NA, cranking the ActiveE through the curves at Laguna Seca. It had unfortunately run out of go-juice by the time Mr. Escover arrived. BMW NA's videographer was quite busy creating footage of this and the other “lurking” cars on track.—editor)*



There were some other cars of interest lurking, like the Active Hybrid 3 and ActiveE.

Joey Hand and Bill Auberlen provided their race-drivers' perspective on the performance of the F30s and socialized with the group.





*You might have won a varsity letter in high school—but was it for racing?*

**By Brad Collins and Satch Carlson**

**W**hile enjoying the sights, sounds, and smells at the 2011 25 Hours of Thunderhill, some observers might have noticed the bright orange sweatshirts moving among the race teams competing that weekend. A closer look would have noted the white 3 Series BMW flying around the track at speed—and noticed that those bright orange sweatshirts followed its every move. Those sweatshirts belong to the Porterville High Motorsports team. Yes, that's right—a high-school racing team, out there mixing it up with some of the best in auto racing today.

Porterville High Motorsports was started in 2000 by automotive instructor Brad Collins. After being involved with motorsports throughout college, and ultimately becoming a chassis/engine specialist in the NASCAR Craftsman (now Camping World) Series, Collins wanted to bring the world of auto racing directly to his students. "The academic and CTE courses in high school are a perfect world to bring the racing component in to motivate your students," he says. "The deadlines, responsibility, knowledge... the excitement and enjoyment of auto racing... and then being able to see the work you accomplished in front of you on the track: There's no better motivation to learn than that."

But Collins takes little personal credit. "I am fortunate. I have a school district that believes in the purpose of our team and trusts me," he says. "In return, we have been able to allow some kids to see where their future can go, if they just put in the effort. They learn quickly that work equals reward."

PHS Motorsports competed in the High School Motorsports Series at Mesa Marin Raceway in Bakersfield during the 2000–2005 seasons, usually finishing in the series' top points standings, including a series championship. It was there that they got the attention of the series director, Leslie Lipscomb. "Those Porterville kids were always the class of the field," he recalls, "always fast off the trailer. They followed the rules, raced clean, and always had great cars, which were completely built by the students themselves: They did their own fabrication, built their own engines, and tweaked their own race-day setups. They even built race motors for other teams."

Collins and Lipscomb began to discuss the future of PHS Motorsports, especially after the track closed in 2005. After a few years of various projects, the team began to prepare Lipscomb's E30 for the 25 Hours of Thunderhill in 2009. The team was able to earn two top-30 finishes at



Top-of-page images courtesy Dito Milian/Gotbluemilk.com



The PHS Motorsports team has competed in the last three 25 Hours of Thunderhill.

the 25-hour event in 2009 and 2010, completing all 25 hours of each event. An engine problem sidelined the team at the twelve-hour mark for the 2011 event, but at that point, they were keeping pace with the class leaders and were on target for a podium finish. “We’ll be back for 2012,” says Collins. “All the drivers have committed to return with the student crew. They believe in the students—their work, their efforts—and know they are capable of winning. We can’t wait for December!”

Porterville’s graduating crew members have been able to pursue vocations in the motorsports arena. “I’ve had a few pursue careers in mechanics, or go on to college,” Collins points out. “I have one in the mechanical-engineering program at CSU Long Beach now—the same kid who outdrove Kevin Harvick during a night of racing at Bakersfield Speedway. I also have my first driver from 2000, who is now the regional service manager for the Pacific Rim for the Komatsu Corporation. Some went in other directions, but they all remember what we started—and what we achieved.” Collins pauses to take a mental inventory. “I think out of the 60 or so kids who have been here, most headed into some sort of postsecondary education, and I’d say they’ve been more successful than most high-school grads. If you ask them, they still consider what we achieved as part of their success.”

PHS Motorsports is a self-funded program, selling sponsorships and marketing their team like any other. The students take care of the business side of the team as well as the mechanical aspects. They are like any other race team that needs parts, supplies, funding, and materials to keep going. “We’d love to have sponsors for parts, supplies, travel costs, and safety gear—you name it, we need it!” says Collins.

“However, we feel we offer a different take on racing. Those who help support our teams get to see their efforts directly with the students; they’re supporting education in a way that is different than others. We also set aside some of our budget for scholarships and so on, the sort of help that our crew members need to pursue their education as they graduate. It’s not much, but it helps motivate our kids—we try to take care of our own, if we can.”

The efforts to garner support have paid off. “We have had a variety of sponsors over the years,” says Collins. “This year, we have had LoBue Citrus, the Rollin’ Relics Car Club of Porterville, Jim Manning Dodge-Jeep, DJ Safety Equipment, Porterville Auto Parts, Valley Silkscreen, Porterville Lock and Safe, and 360 Performance.”

Not all of the teams’ sponsorship is in the form of cash, and the team is glad for any support, on a one-time or season-long basis. “We could use anything as far as performance equipment for the car—tires, engine, suspension,” says Collins. “We have a pretty good car, but we’ve had to be really frugal due to costs. We’d love to run a different wheel-and-tire combination, but since we have lots of money tied up in stock wheels, we make those work. Same with suspension: We could step it up, but it’s a cost thing.”

The car isn’t the only expensive part of racing. “We would love to travel more and get the kids to more tracks for the experience, exposure, and education. But that runs into real money when you’re taking them overnight, towing trailers, and so on. However, if the funding was there, we’d travel, and be there more,” says Collins, noting that success brings its own complications; the more kids who want to take part, the more complicated the logistics. “In 2004 and 2005,” recalls Collins, “I had too many



“Champ” (John Collins) and “Poof” (Garrett Long) add bracing inside of the hood before the race.



Brad Collins

**Photos above left and right, and below:**

Anne Loehner and John Collins secure window lighting needed for the nighttime portion of the race. Johnny Cano checks front brakes after the qualifying session.

Basilio Paiste and Seth Hancock service the differential prior to Saturday's race start.

2011 PHS graduate and PHS Motorsports team advisor Cody Karns preps the E30 after a qualifying session.



drivers for the ten-race season to let each of them have a lot of seat time. I told the kids that if they found the money, we would field a two-car team, towing to the track every week—I said I'd get them there. The kids came through, and I kept my word; we had the only two-car team that was there and on the track at every race of the 2004 and 2005 seasons!" Grinning with a touch of "can-do" pride, he adds, "If there's a race to run and money to go, we're there!"

With up to a dozen students directly involved in the team during the year, the PHS Motorsports crew meets ten hours a week in an after-school class designed by Collins specifically for the race program. They are an active club on the Porterville High School campus, and the team also earns a varsity sports letter—in racing. "We've gone to great lengths to make the students realize that school is important," says Collins. "The sports letter makes them responsible for grades and attendance. They have to earn the right to participate, like any other athlete on campus."

Collins would like to see the program grow, but while the numbers are low, getting them to the track is still manageable. "I have a crew-cab truck and can usually get a parent to drive the rest—if I'm lucky," he says. "If the race is local, people will come. When we travel to Thunderhill, a few will try to make part of the race, or tow their trailers up and camp with us, if possible."

At this point, the PHS Motorsports team is a rarity: a chance for kids to learn an exciting real-world career field. "I only know of a handful of groups like this," says Collins.

"I know most of them are not allowed to work at school, or even use the school name. I've heard that there is a group of drag-racers out of Santa Maria. However, I think we are the only one who has a Regional Occupational Program class specifically for this purpose, and I don't know of many kids anywhere else who can earn a varsity letter in racing, do you?"

Collins grins as he looks ahead to the 2012 season. "My goal is a convoy of RVs, motorhomes, and race-car-support trailers towing to events, wherever they might be. We've just got to get them to the track more often!" **GGC**

The team has their own website at [www.porterville-highmotorsports.com](http://www.porterville-highmotorsports.com) and is also on Facebook so people can follow their progress. If you have questions in regard to the team or have questions about team support, you can contact Collins at [pmsgearhead@hotmail.com](mailto:pmsgearhead@hotmail.com).

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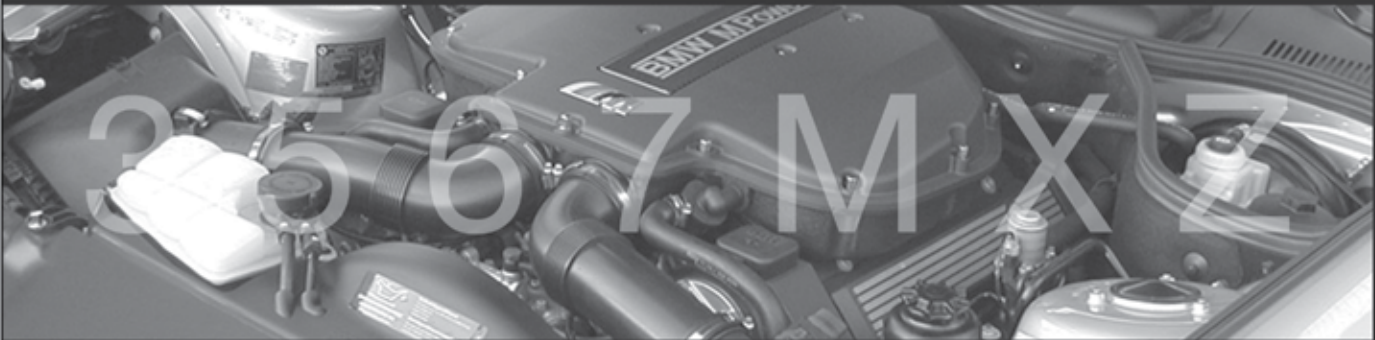
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At our autocross GGC Top Driver Shootout last year, I heard that Al Kaehler was thinking of shelving his helmet and retiring from autocross after the 2011 season, so I decided fellow members should know a little more about our 91-year-old autocrosser.

Al invited me to his 1951 Eichler-designed home in Palo Alto, where he and his wife Joan raised their three children, Ted, Charles, and Sylvia. They purchased the home in 1953, when his mortgage was \$58 a month. Al and I sat at his kitchen table, where he told me story after story while we looked through photo albums, magazine and newspaper clippings, and books. We talked for hours before either one of us had any idea what time it was.

To set the record straight, Al is NOT retiring from autocross! He fully intends to participate in every one of our regular season events in 2012. Next time you see Al, say hello, introduce yourself, and ask him to share a story—or one of his ten favorite jokes from the past 75 years. He shared a couple with me that day, but I can't print them here. Al has a home page where he shares some thoughts and life philosophies: [tinyurl.com/akHomePage](http://tinyurl.com/akHomePage).—Jeff Roberts



By Jeff Roberts

# AL KAEHLER

*One GGC member hones his autocross skills at age 91.*

**G**olden Gate Chapter's Al Kaehler at age 91 is sharp, articulate, funny, and sincere—and a real joy to talk to. He has had four major influences in his life: his wife, Joan; his 42 years as a mechanical engineer; his 4,000-plus hours of flying private aircraft; and his lifelong struggle with stuttering.

Kaehler was born in Ferndale, California, in January 1921, and was raised in nearby Loleta. He was graduated from Fortuna High School in 1938 and from Santa Rosa Junior College in 1941, and went to Cal Berkeley to get his BS degree in mechanical engineering, graduating in 1944. But that was long after he developed a stutter; it began when he was about ten—perhaps because, due to his above-average intelligence, he had the added stress of doing the third and fourth grades in a single year. During that time, he was caught carving his initials into the wooden desktop in his class. His punishment was no recess for the rest of the year, a traumatic event for a young boy. To make things worse, during the next year, his teacher chastised him in front of the class because of his stuttering. "Teachers didn't really know what they were doing back then," he says.

In addition, he was taunted and bullied because he looked young for his age; he was small, and also near-

sighted. Apparently, in the 1930s, early detection of vision problems seemed a challenge for his teachers. "I'd make a telescope with my fingers to try to see the board better," he laughs. "Maybe this was a clue?"

Kaehler dealt with the bullies by telling jokes instead of fighting. Eventually, the taunting went away, but stuttering affected his entire life—though it never stopped him from pursuing his passions. Over the years, he spent considerable effort trying to overcome his stutter; only after viewing *The King's Speech* last November—at age 90—did he finally decide he would no longer seek speech therapy to try to correct it.

Joan came into Kaehler's life through a woman friend who told him, "You should meet my roommate, Joan. She's a redhead with lots of pep!" They were married on January 31, 1948, at her mother's home in Ross, California. Joan graduated from Cal Berkeley in 1941 and, when their youngest, Sylvia, was old enough, Joan worked for twenty years at the Stanford Linear Accelerator Center (SLAC); an employee perk provided a free Stanford education for their children.

Joan's passions were bird-watching and traveling with her husband. She always accompanied Kaehler to the



*His BMW CCA resume is impressive: fifteen high-performance driving schools, more than 60 autocross meets, and four car-control clinics.*



*On his 88th birthday, Al took his first skydiving adventure with his jump instructor, Willie.*

Watsonville Air Show, where she'd entertain guests plane-side. They were together until 2008, when she passed away from complications with melanoma. Today, Kaehler reflects fondly on his 60 years of marriage to Joan, and keeps a collage of photos the family put together for her memorial.

After his graduation from Cal, engineer Kaehler worked as a junior scientist at the Cal Berkeley Radiation Lab, where he joined a team of scientists working with Frank Oppenheimer on the Manhattan Project. Frank was the younger brother of J. R. Oppenheimer, known as the "father of the atomic bomb." It was wartime, and Al was recruited because he was not draft-eligible for two reasons: First, he was 4-F with medical conditions (he was still underweight and near-sighted) and second, he was working in a field essential to the war effort. That's a good thing, he says, because his talents would have been wasted on the battlefield.

After Berkeley, Kaehler moved on to Oak Ridge, Tennessee to work on a team with E. O. Lawrence to perfect his calutron, a mass spectrometer with a strong magnetic field—generated by a 184-inch electromagnet—to separate uranium isotopes into water-filled tanks called collectors. In those days, radioactive safety was not much of a consideration; one day, while he was working in the lower tank, a drop of a uranium compound splashed into his eye. He jokes that he had no pain until later, when the physicists wanted to examine his eye by rolling up the lid—using a matchstick.

In late July 1945, Kaehler moved on to Los Alamos. Unfortunately, he was on vacation on July 16, when the first atomic bomb test took place at the Trinity site in New Mexico. During his career, Kaehler worked at UC Berkeley Rad Lab, NRDL, SRI, Lockheed, and Raychem, on many other projects of note. He tells of a February 2011 visit to

the Atomic Weapons Museum in Albuquerque, where he saw something on display that he had designed 66 years before: a stand-off electrical insulator made of alumina by the Coors Brewing Company in Colorado.

The creative side of Kaehler comes out in music. He plays a Buffet clarinet, as well as a 1954 Selmer Mark VI alto saxophone—highly regarded as the best vintage saxophone ever made. Through the years he's played in many bands, and he still takes weekly music lessons. These days he has a weekly gig playing for the residents at the Valley Village Retirement Community with the Velvet Swing Big Band.

Kaehler is a man of many passions, and a dedicated focus in his life has been aviation. His first airplane ride was in 1934—a 1929 WACO OX5. His second ride was in an Aeronca C-3, nicknamed the "Flying Bathtub." But his first flying lesson came in 1945 at the Knoxville downtown airport. In his first year of flying, he had 30 instructors and took lessons everywhere he travelled. He received his private-pilot license in 1946 and currently holds three licenses: Single Engine Land (SEL), Single Engine Sea (SES), and commercial glider, though he's never flown gliders commercially. With over 4,000 hours of flight time, he's soloed 23 different types of planes and gliders—and last year he started taking helicopter lessons. "Helicopters do not want to fly," he explains. "They fly by repelling the ground because they're so ugly. No one has ever stolen a helicopter who didn't know how to fly one."

Kaehler's pride and joy was his 1946 Fairchild 24 (F24) with a 200-horsepower inline Ranger engine built by Fairchild. He bought the plane in July 1964; in December 1965, he removed the wings and towed it with his family car to the back yard of his home in Palo Alto to start rebuilding it. It took over two years.



**Top:** Joan Kaehler loved to entertain friends by the F24 at Watsonville Air Show.



**Bottom:** Al points out Lincoln Zephyr's he once owned.



Al belts out a riff on the Selmer Mark VI alto sax



The unrestored F24 was towed to his home in Palo Alto in December 1965. After two years of hands-on restoration, he flew the F24 for the next 35 years.



The Fairchild 24 is known as a STOL aircraft (Short Take-Off and Landing)—Kaehler's specialty was smooth landings. For 32 years he competed in the spot-landing contest at the Watsonville Air Show, winning many times. Some of his photos show his plane inches off the tarmac, with judges standing nearby to observe his precision. Over the years, he also flew the Fairchild to the Oshkosh (WI) Air Show seven times; his last trip was in 1997 with his son Charles.

In 2002 he sold his beloved Fairchild so he could pay for hip-replacement surgery. I'm sure you classic Bimmer and Beemer owners understand how difficult it was to part with that plane after 38 years of ownership!

As for the automotive side of things, Kaehler learned to drive in his Uncle Harry's 1932 Essex. So far he's owned seventeen cars, and was a huge Lincoln Continental and Zephyr fan back in the '30s and '40s—V12s were his favorite. In the more lenient 1960s, he showed his 1941 Continental at the Pebble Beach Concours. Shortly after he bought his first BMW in 1984—a 1980 528i with 49,000 miles—he began his membership in the BMW CCA. Al owned the car for twenty years and sold it with 265,000 miles on the clock! Then he purchased the car he currently drives, a 1998 328i.

In 1986, at the young age of 65, he started autocrossing and learning

advanced driving. "At 65, I thought it was important to keep my driving skills up," he says. "I'm not a competitive person; speed was never the goal. I needed to drive the car home again!" Ask why he's still autocrossing at 91, and you'll get the same answer.

A few years later, a typical event would have him driving 85 miles from Palo Alto to Santa Rosa, where GGC autocross events were held, with an extra set of wheels in the car. He'd swap them when he got there, work and drive his autocross runs, swap his street wheels back, then drive the 85 miles home, all in one day. Kaehler ran in Class C back then, and once someone suggested that he improve his car so he could move up to Class B. Al answered, "My wife is in charge of me NOT improving the car!"

Kaehler realizes that he's not the fastest guy out there these days, but he doesn't want to be what *San Jose Mercury* weekly columnist "Mrs. Roadshow" calls a "Road Boulder," either. His BMW CCA résumé is impressive: fifteen high-performance driving schools—seven at Laguna Seca, eight at Sears Point—more than 60 autocross meets, and four car-control clinics. His last driving school was at Sears Point in 2005. He visited Germany in the mid-'90s and completed one lap of the Nürburgring in a rented VW Golf.

In 74 years of driving, he has received zero speeding tickets and had no real accidents. Does your record look as good?

**GGC**



Clive Oates

### The Bucket List

During my visit Al Kaehler shared his current bucket list with me:

- ◊ Walk the 308 steps of the Point Reyes Lighthouse, down and back, in less than 30 minutes—done.
- ◊ Tandem Parachute jump—done twice: on his 88th and 90th birthdays.
- ◊ Solo any airborne machine again.
- ◊ Return to Dillingham Airfield on Oahu's North Shore to fly a sailplane again.
- ◊ Set a lap record for a go-kart or Malibu-racer car. (He'll offer a prize to anyone over 80 years old who beats his lap time—Joyce Slocum, are you game!)
- ◊ Drive a vintage V12 Lincoln Zephyr or Continental again.
- ◊ Write his memoirs—*Tails from (The) Manhattan (Project)*.





## AUTOCROSS:

# WHAT'S HOLDING YOU BACK?

If you own a BMW, it's likely that you have a love of driving. That said, if your driving merely consists of going from Point A to Point B, you're really missing out. You went the extra mile to spend money on a car that is bred for performance. But alas, on the public roads, you cannot possibly enjoy the full experience—much like the masses who buy four-wheel-drives and never experience an ounce of mud or snow. I say you're completely crazy if you do not give autocross a least one try.

Your challenge for this year is to get yourself out to Marina Airport or Candlestick Park for one of our famous cone-dodging events! Autocross is as much a challenge for your mind, a test of your will, and a battle against the course as it is a test of machinery. It combines all these elements with an addictive rise in adrenalin that will have you coming back for more, again and again.

There are several common reasons that people haven't tried autocross:

**1. Lack of understanding.** Let me fill you in: These BMW CCA driving events offer an ideal environment—it's a very social setting, even if you're not driving. Our regular attendees are some of the most welcoming group of guys and gals I have ever come across, a refreshing mixture of people from around the bay—and from around the world. It's usually a field of 60 to 100 drivers, both men and women, with ages ranging from 18 to over 90. Best of all: no egos and no attitude. The cars that compete run the gamut; there are M cars, non-M cars—sedans, wagons, SAVs—Minis, specially-prepared track cars, and even a good mixture of Hondas, Hyundais, and Mazdas.

**2) Fear of failure.** This is an environment where failure (spinning, knocking down cones, finding yourself sideways) is welcome; this is where you can find the limits of your car in a safe environment. Need help? You can get as much advice, information, and instruction as you want. Our experienced coaches can sit beside you to help you to see more than a sea of cones. They'll instruct you on where you should be looking, where to brake, and how hard to push the car. Still feel-

ing intimidated? You can also ride along with experienced instructors to get a feel for what it is like before you get behind the wheel.

**3) Motorsport is too expensive for me!** So is riding a bicycle, if you really get serious. I drive a used 2005 M3 with 50,000 miles regularly at autocross; for the 2010 season, my total money spent on the car was one regular service. Last year it was much the same, but I did put on a better set of tires, because my old ones were four years old. If your car is in good condition, most of the cost is an accelerated wear on the tires. But even that isn't crazy expensive, especially if you consider the fun quotient—and your improved driving skills. Most other components are not affected by the experience—you may recall that BMW really does design their cars for spirited driving!

**4) But autocross isn't real racing; you just drive around a parking lot!** It's true that autocross speeds are less than you'll see during a track day. You can expect the speeds to be between 20 and 70 mph; most autocross courses are run in the lower gears. On a track day, I am unlikely to push my car more than 80%, because when you go beyond the limit, the hazards can be very high. In autocross, you play much closer to the limit, because while spins are commonplace, the consequences are minimal. *(I know a San Diego member whose biggest autocross expense seems to be Krud Kutter, to get the cone smudges off his front bumper!—editor)* This game is definitely a race against the clock, so you do get that adrenalin rush. You employ all the same strategies of other forms of performance driving, like managing understeer, oversteer, traction, line selection, and weight transfer—with few unique elements throw in.

If you're still not confident enough to make the leap, this is my commitment to you: Come to the autocross, find me in the Phoenix Yellow E46 M3, and I promise you at least one ride in the passenger seat (subject to availability).

You've paid your dues, so you are eligible to register and open up a new world of driving experience. **GGC**



By Brad Vaughan

Don Louv

**The first event for the autocross season is April 14 at Marina Airport, Reservation Road, Marina. Subsequent events are monthly thereafter—check the calendar or the Bombe announcements.**

GGC offers car-control clinics that are a fantastic place to learn many of the techniques needed for autocross. The upcoming clinics are:

May 19 at Candlestick Park  
July 28 at Candlestick Park  
October 20 at Marina

### Take the steps...

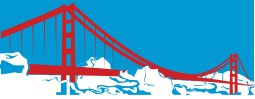
The chapter has a great primer ([ggcbmwcca.org/driving-events/autocross](http://ggcbmwcca.org/driving-events/autocross)) to explain what happens on your first autocross day. For purposes of this article, it's a simple eight-step process.

Before the event:

1. Register online.
2. Classify your car online (it's as easy as picking your car model).

On the day of the event:

1. Find the big white trailer and sign in.
2. Attend the drivers' meeting.
3. Walk the course with an experienced driver to see where to go—and ask questions!
4. Drive six to eight laps in your run group—get a driving coach if you want some help.
5. Chat with lots of people, take a ride in someone else's car, or take photos when you have a break.
6. Work the course with an assigned partner to help pick up downed cones.



# Welcome!

## NEW MEMBERS

First	Last	City	Model	Year	Referred By
Anil	Achhi	Sunnyvale			
Steve	Andrews	Cupertino			
Elaine	Barrett	Prunedale	X5	2001	
Skip	Beals	Menlo Park			Jeff Cowan
Reza	Behforooz	Mountain View			
Athena	Brekke	Alameda			Jeff Cowan
Moshen	Chan	San Francisco			
Nick	Chase	San Rafael			
Glenn	Chatley	San Juan Bautista			
Shawn	Cheris	San Francisco	M3	1996	Bill Kilduff
John	Cho	Dublin			
Amritpal	Chohan	Fairfield			
Justin	Chou	Orinda			
Shamus	Cunningham	San Francisco			
Brian	Curran	San Mateo			Ken Glidewell
Urmil	Dave	Fremont			Vipul Patel
Charles	Davis	Burlingame			Peter Mottaz
Peter	Dolan	Los Gatos			
Travis	Ferrara	San Francisco			
Brian	Flanigan	Mountain View			
Rich	Gantenbein	Sonoma			Kevin Richards
Joseph	Giannini	Dublin			
Rick	Guerrero	San Francisco			
Graham	Gyatt	El Granada	335i (E90)		
2008					
J. Hutson	Hart	Petaluma			
Ali	Hazrati	Los Altos	750Li	2009	Bahman Farzan
Sam	Herz	San Jose	M3	2002	
Richard	Highsmith	San Francisco			
David	Hoverman	Berkeley	325ix	1988	
David	Hubbel	Pacifica			
Andrew	Kao	San Carlos			
John	Kim	Sausalito			
Juven	Lat	San Leandro			
Anh	Le	San Jose			
Peter	Lee	San Jose			
Bret	Lewis	Windsor	X3	2005	
Daniel	Liu	Pittsburg			

First	Last	City	Model	Year	Referred By
Silvana	Lopez	San Francisco			
Mark	Lui	San Francisco	M5	2001	
Raymond	Lui	Redwood City	M5	2002	
Philip	Ma	Castro Valley			
Ben	Mack	Sausalito			
John	Margeson	Monterey			Charles Margeson
Brian	Marszowski	San Jose			
Mark	Mazzara	Danville			
Branden	Miller	San Jose			Michael Kolesar
Kalim	Moghul	Sunnyvale			
Derek	Ng	San Francisco			
Nikolas	Nguyen	San Jose			
James	O'Donohue	Palo Alto			
Robert	Olson	Oakland			
Mitch	Parella	Berkeley			Paula L. Williamson
Karen	Pierce	Livermore			
Alina	Predescu	Los Altos			
Miruna	Predescu	Los Altos			
Paul	Ramos	Solvang			Jeffrey Roberts
Chethan	Rao	San Jose			
Ciaran	Rochford	Sunnyvale	M3	2003	
Andrew	Saccani	Cupertino			
Raymond	Samaha	Soquel			
Rex	Santa Elena	San Jose			
Susie	Schmidt	Albany			
Larry	Schultz	Cupertino	330Cic	2002	
Nathan	Shapiro	Walnut Creek			
Sergey	Shinkevich	San Ramon			
John	Sieraski	Watsonville	2002tii	1973	
Nicole	Stasio	San Francisco			Partha Piniseti
Willy	Sundjaja	Fairfield			
Justin	Tsang	Hayward			
Ke-Ping	Tsao	San Luis Obispo	2002 turbo	1974	
Frank	Weigel	San Jose			
Joe	Weinstein	Moraga	Porsche 996 turbo	2000	
Joe	Wong	San Jose			
Simon	Wong	Greenbrae	330i	2004	
Timothy	Woo	Oakland			

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## WHISTLER XTR-690SE RADAR DETECTOR

Okay, okay, before I get a slew of emails about my driving habits, and being a bad role model for today's youth, let me state for the record: I actually don't speed... that much.

My BMW M3 spends 99% of its time in heavy traffic from San Francisco to Dublin from around 6:00 a.m. to 9:00 a.m., and 4:00 p.m. to 6:00 p.m.. There's NOT a lot of opportunity to speed, let alone even get to the speed limit of 65! But occasionally I do see a CHP officer parked on the side of the freeway—with a speed-detecting gun in hand.

Curious as to whether or not they're really aiming the gun at me, I decided to look into getting a radar detector. So, like any good consumer these days, I kicked it into research mode for a good radar detector in the \$150 range. There are a number of radar-detector-review websites out there, but I focused on radartest.com. While they are an authorized dealer for Whistler, Escort, and Beltronics, those were the detectors in my price range. Users looking for somewhat less biased test-result reviews that include the \$400 Valentine One, as well, should consider other sources, such as guysoflidar.com, consumersearch.com, Gadget Review, etc. Radartest.com's actual tests cover various ranges of detectors—from high-end GPS-equipped models over \$500, to \$200-\$500 upper-performance-models, to mid-performance units at \$200 and below. They provide informative write-ups about the various aspects of radar detection and the types that law enforcement use.

In the \$125-\$200 range, the Whistler XTR690SE, Beltronics 955, and Cobra XRS 9950 share the market space. The very detailed test reviews are at this link: [http://radartest.com/article\\_2.asp?articleid=100623](http://radartest.com/article_2.asp?articleid=100623). To summarize, the traditional king-of-the-hill mid-range detector is the Beltronics line. However, with the advancements in technology, the performance difference between detectors in the high-end to the (perceived) low-end is pretty close to even negligible.

For example, performance tests for detection in the X, K, and Ka bands were within 20-50 feet of each other at well over 2,000 feet in distance for the hill and curve tests. They were pretty much dead even on open highway and straight roads. What sets the Beltronics and Whistler brands apart is the number of features and the top performance over the others.

My final decision came down to a few of factors: features, price, and availability. The features of the Whistler unit appealed to me—especially its Ka RSID, which tells you the actual frequency of Ka radar. I also liked the look (hey, I AM an artist!)—a plain black body with a simple red-LED readout. For my first decent radar detector, I thought I'd start "cheap," so Best Buy's offer of \$150 for the Whistler won out over the brawny Beltronics 955 at \$180.

My first day's experience with the Whistler left me with some serious buyer's remorse. I set off on my commute to work with my Whistler unit set to "Highway" with all the default settings. This senses all band emissions: X, K, Ka, Laser, and POP. Between my home in San Ramon Valley and work I went pretty crazy listening to the unit beeping and screeching. "There's an X signal over there! Oh, wait, there's a K here! Ka

## TOY BOX



coming up soon!"—seemingly all at once. By the time I got to work I was in pure sensory overload!

Then I did some reading. I learned that a lot of the police-radar bands share similar frequencies with microwave towers, traffic radar, toll-plaza radar, other leaky radar detectors in other cars, and emergency vehicles. So a detector set at maximum sensitivity is suicide for the senses for the urban commuter.

With newly acquired knowledge from the owner's manual, I re-adjusted the detection settings. Now in "City" mode—which reduces the overall unit's sensitivity (though laser stays on full blast)—I tweaked the settings to turn off X-band (microwave towers and traffic radar set that off), and K-band (grocery stores with automatic-opening doors set that off); I left the Laser and Ka/POP setting alone.

The difference on my commute the next morning was night and day. I counted ten beeps on my 35-mile drive into the city. The Ka/POP band picked up a loose signal here and there (perhaps passing CHP on the other side of the freeway) and around the Bay Bridge toll plaza. There were also Ka signals approaching the "Your Speed Is" reader boards on the Bay Bridge.

On the way home, the traffic was much lighter, and I anticipated the usual CHP camp-out spot, so I set the unit to "Highway" to boost sensitivity, but kept my other custom settings. The unit kept pretty quiet—less than ten beeps.

Overall, a radar detector is a fun gadget. But in dense urban commute driving, you may need to consider a few things. Yes, you can turn off the X- and K-band monitoring, but there is still plenty of Ka-band radar used for traffic monitoring. So be prepared for a few beeps.

Most northern California law enforcement use laser (LIDAR) to nail speeders. Detectors will pick up these emissions, but if the laser is shot at you, you're sunk. The detector will, however, pick up laser signals aimed at cars in front of you.

And finally, there's still some tales of cops using X-band. Really! The story here is they will hide in normal X-band areas like strip malls and if you've turned off your X-band monitoring, sign on the dotted line when you talk to the nice officer.

With that being said, I'd only really recommend the Whistler XTR690SE for those of you who drive longer stretches of California highway away from urban centers. At around \$150 it's a great radar bargain with some nice features. But if you find yourself spending most of your driving time stuck in commute traffic or in the city, a lower-end radar detector just may cause you more grief than an actual speeding ticket.

In the end, I took the radar detector back... and got an Xbox.

GGC



By Percy Chow

*Percy Chow is the Bombe's ad manager and devoted follower of all things shiny and fast. When he's not driving his E36 M3, he's either on the Bimmerforums (LuxoM3), on an Xbox 360 with his two kids, twittering about gadgets, or just enjoying romantic movies with his wife.*



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**STEVENS CREEK BMW**

3737 Stevens Creek  
Santa Clara, CA 95050  
408 249-9070

**WEATHERFORD MOTORS**

735 Ashby Avenue  
Berkeley, CA 94710  
510 654-8280

BMW CCA DISCOUNTS

One of the many member benefits of BMW CCA is a members-only discount at various participating services and dealers. Below you can find the businesses in our area who offer our members a discount. Please note that businesses often require you to show your current CCA membership card in order to receive the discount.

Please contact us with any deletions to the list due to a company being out of business. We ask that additions, changes, or deletions (no longer participating in discount program) are requested by the business owner directly. Updates should be directed to: CommMgr@ggcbmwcca.org.

Independent Service & Supply Discounts			
2002 Haus	San Luis Obispo	805 541-2002	5% Parts
Aleshop	Fremont	925 609-4559	10% Labor/Free Tech Insp
Auto Analysts	Castro Valley	510 582-0201	10% Labor
Auto Concierge	Fremont	925 852-1962	10% off quoted full detail
Bavarian Enterprises	Sunnyvale	408 737-6100	Various Parts
Bavarian Motorsport	Milpitas	408 956-1662	10% Parts
Bavarian Professionals	Berkeley	510 524-6000	10% Labor
Bavarian Tuning	Santa Rosa	707 575-3757	10% Parts/Labor
Berkeley Motor Works	Albany	510 528-1214	10% Labor
Bimmers BMW Service	San Carlos	650 591-2474	Various
BMW Performance Driving School	Spartanburg, SC	BMWUSA.com	15% off driving programs
BTM Motorwerks	Campbell	408 369-1911	5% Parts/Labor
Catalpa Street Garage	Santa Cruz	831 464-2269	10% Parts
Classic Euro-Asian	Oroville	530 534-6887	10% Parts
Conversion Techniques	Oakland	510 639-0911	Various
Corporate Auto Works	Mountain View	650 691-9477	10% Parts/Labor
Diablo Motors	San Ramon	925 830-4269	10% Parts/Labor
Dinan Engineering	Campbell	408 866-0606	10% Labor
Dinan Engineering	Mountain View	650 962-9401	10% Labor
Dinan Engineering	Morgan Hill	408 779-8584	10% Labor
Double 02 Salvage	Hayward	510 782-2002	10% Used Parts
Edge Motorworks	Dublin	925 479-0797	10% Labor
evosport	www.evosport.com	888 520-9971	10% Parts, \$1000svc=free dyno
Extreme Performance	San Jose	408 923-6404	10% Parts/Labor
German Auto	Santa Maria	805 922-1262	10% Parts
GS Tuning	Santa Rosa	707 284-2680	10% Sales/Service
Hansel Prestige Imports	Santa Rosa	707 545-6602	10% Parts
Heyneman European	San Rafael	415 499-1234	\$50 off Service
Jam Engineering	Monterey	831 372-1787	Various Parts
John Gardiner Automotive	San Francisco	415 777-2697	10% Labor
Nate Smith's Optimal Auto	Santa Cruz	831 476-1332	10% Parts
M Service	Walnut Creek	925 932-8744	10% Parts/Labor
Milt's Service Garage	Vallejo	707 643-7548	10% Parts/Labor
Patelco Credit Union	www.Patelco.org	415 442-6200	Special Offer
Phaedrus	San Francisco	415 567-8000	10% Parts
Performance Art	Gilroy	408 848-6325	10% Service/Labor
Performance Technic, Inc.	Pleasanton	925 426-1361	10-15% Parts
Portola Valley Garage	Portola Valley	650 851-7442	10% Labor
RennWerks Performance	Campbell	408 370-7480	10% Labor/5% Parts
Rossi's Tire & Auto Service	Salinas	831 424-0011	Various
SAS German Auto	Pleasanton	925 846-4886	10% Parts
Schulba BMW Service	Belmont	650 592-7352	10% Parts orders
Sound Innovations	Hayward	510 471-9062	10% Parts
Track Star Racing	Mountain View	650 961-2350	10% Parts/Labor
Valley Motorwerks	Rancho Cordova	916 636-9526	10% Parts/Labor
Vanguard Motors	San Francisco	415 255-8450	10% Labor
West Bay Bavarian	San Rafael	415 457-0820	10% Parts/Labor/Dinan work
Dealership Discounts			
BMW/Mini Concord	Concord	866 704-9479	10% Parts/15% Accessories
BMW of Fremont	Fremont	510 360-5900	10% Parts & Labor
BMW of Humboldt Bay	McKinleyville	707 839-4269	10% Parts
BMW of Monterey	Seaside	831 899-5555	10% Parts
BMW of Mountain View	Mountain View	650 943-1000	10% Parts
BMW of San Francisco	San Francisco	415 863-9000	10% Parts
East Bay BMW	Pleasanton	800 505-4801	10% Parts
Peter Pan BMW Parts/Svc	1625 Adrian Rd. Burlingame	650 204-7600	10% Parts
Roseville BMW	Roseville	916 782-9434	10% Parts
Sonnen BMW	San Rafael	415 482-2000	10% Parts
Stevens Creek BMW	Santa Clara	408 249-9070	10% Parts & Labor
Weatherford BMW	Berkeley	510 654-8280	Various

# Trust...V1 earns it one ambush at a time

## Bogey Counter

Tells how many: Radar hiding within a false alarm? Two radars working the same road? Reads instantly.

## Radar Strength

More LEDs glow as radar strengthens.



## Radar Locator

Tracks one or more radars at the same time; points to each.



## RECEIVED BY EMAIL

V1 sez:  
"LONE RANGER ONCOMING."

Hello Mr. Valentine:

Here's how much I trust my V1. Two beeps and I go Condition Red.

I was on 98 through Florida's panhandle. Only a two laner but the swath it cuts through Tyndall AFB is wide enough for a freeway, a broad ribbon of grass without interruption for a dozen miles, flat as the nearby Gulf of Mexico. A car pulled off the pavement is visible for miles, heh, heh, which means the speed nazis have no place to hide. So they adapt.

V1 gave me two beeps, weak ones, arrow pointing ahead. Then silence.

A few more beeps, arrow ahead, a singleton on the Bogey Counter. Then nothing. Traffic was light, only two cars in sight, one a half-mile ahead, another just a red speck in the distance. And a semi oncoming just my side of the speck.

More beeps, getting stronger, arrow still forward. The car ahead looked about even with the semi. A two-beep warning, by itself, isn't much to go on, but V1 tells me more—one Bogey ahead, strengthening as I go, says "lone ranger coming at me." So I locked the cruise on a legal 60 and waited.

Just as I met the 18-wheeler, "Beeeeeeeeeeeeep!" And there he was, a Florida black-and-tan tucked in tight behind the semi trailer where oncoming cars couldn't see him, holding his instant-on till I was too close to defend. It's a wicked trap, but V1 had him every time he zapped the cars ahead.

All I had to do is trust V1. How can you not trust a detector that points to the trap?

Mick D. (identity protected)  
Tallahassee, FL

Mike Valentine  
Radar Fanatic

## RECEIVED BY EMAIL

V1 sez: "DON'T BELIEVE  
IT'S JUST A TRAILER!"

Hey Mike:

I gotta tell you about the Blue-Light Special that V1 found for me. It was Saturday morning and I was in my grins car heading to her house to pick up Danny boy for the day. Heck yes, I took the ridge route.

This road was all fun back before the rock slide. Now it's interrupted by a 25-mph construction zone and a "your speed is" trailer.

No workers today, of course, but the trailer still woke V1 up. As I braked, a string of crotch rockets zoomed large in my rearview, five of them, right on my butt as I passed the trailer.

"De-deet," said V1. Then "de-deet" again. And another "de-deet." The Counter showed four signals where I normally see one. One arrow pointed behind to the trailer as usual, but that leaves three in the wild. The flashing arrow points ahead.

We'd barely cleared the zone when the rockets blew by me, exhausts shrieking, the bikes laid over for the uphill left hander. They vanished over the crest. Me, I just moseyed, eyes out for three jokers. Just over the hill—Bingo!—a sheriff SUV hidden in the bushes. That's joker no. 1. Two more somewhere.

At that point the view opens as the road sweeps right over the valley. And maybe a half-mile ahead, light bars strobing blue, jokers no. 2 and 3 angled across the road, blocking five bikers still astride their motionless sickles.

V1 really works, except for those who don't have one yet.

Cal R. (identity protected)  
State College, PA

It turns down the volume on  
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RADAR LOCATOR

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10280 Alliance Road  
Cincinnati, Ohio 45242





## Interested in joining the Club?

Scan this QR code with your smartphone, or call 800 878-9292, or go to [bmwcca.org](http://bmwcca.org) and sign up for only \$48!

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Golden Gate Chapter

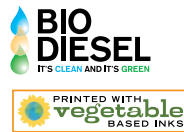
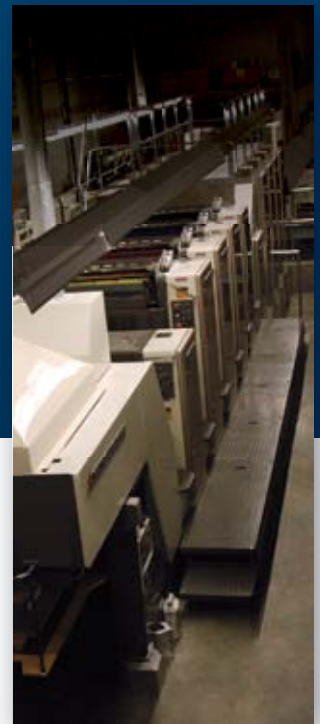


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