

# die flüsternde bombe

June 2012



This issue:  
ActiveE Autocross  
1st Cars 'n' Coffee

# live green print green



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The only thing you ever want  
to see your teen driver

# CRUNCH!

is an orange cone at the July 28  
Tire Rack Street Survival School.

## It's not your father's driver-education class!

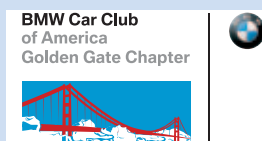
The Tire Rack Street Survival™ program is a safe teen-driving and car-control program for drivers aged 16 to 21. Using their own cars, students learn the hands-on physics of car control, pushing the limits of tire adhesion in a safe, controlled situation.

A trained driving instructor accompanies each student to provide immediate feedback while students maneuver their cars through exercises laid out with orange rubber cones in a closed parking lot. The exercises are designed to be fun, safe, challenging, and educational—and each exercise teaches a specific skill.

We teach skid control, ABS braking, accident avoidance, and emergency lane changes—among many other good driving skills and habits.

This Tire Rack Street Survival™ event is hosted by the Golden Gate Chapter, BMW CCA, and held on a site generously provided by the San Francisco Recreation and Parks Department.

- Ⓞ All students must have a valid driver's license. Sorry, no exceptions.
- Ⓞ No minivans, SUVs, or SAVs allowed (this includes X3, X5, and X6).
- Ⓞ Saturday, July 28, 8:00 a.m. to 5:30 p.m. at Candlestick Park. Look for us in the parking lot!
- Ⓞ \$75 includes event fee, lunch, and a one-year membership to the BMW CCA.
- Ⓞ Advanced online registration required: [www.StreetSurvival.org](http://www.StreetSurvival.org)
- Ⓞ For more information, or to volunteer to help, contact: [CarControl@ggcbmwcca.org](mailto:CarControl@ggcbmwcca.org)



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### On the cover

Maybe the all-electric ActiveE is hoping to gain a little juice via osmosis at the PG&E powerplant at Moss Landing.

Photo by Don Louv

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

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### 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.

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## GGC, BMW CCA

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### 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 *Rundel* 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.

## 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.



It's June—and there's a LOT of fun stuff going on in the Golden Gate Chapter! The first weekend is super-busy, with four events: an autocross, the Sonoma Historics corral (and the Friday wine cruise—I'm going!), and the LeMans Car-Club Karting Challenge. During the second weekend, Eric Ries, our new social-events coordinator, is hosting another fun Cars 'n' Coffee event June 9 in Santa Clara. (I hope you were able to attend North Bay rep Paula Williamson's Cars 'n' Coffee in San Rafael on May 27!) Mike Zampiceni has brought back his very popular tour and train ride for June 17, and finally, Ries has set up a cool dyno day at DynoSpot for June 23.

July looks crazy-busy, too—there are only two weekend days that don't have a GGC event this month! It starts off with a Cars 'n' Coffee in Santa Clara on July 7. The mid-month is jammed full with two great events on July 14, a Test & Tune day for the autocross crowd, and the biggest get-together our chapter has each year: the summer barbecue party. It's always a great party, with many friendly people and fabulous food, generously hosted by the Bell family in their luxurious backyard.

The July 21 Lake Sonoma Backroads tour—an event that garnered great accolades last year—promises to be another fantastic outing this year. It precedes the tech session penciled in for July 22.

And then there's the big news: we're hosting a Tire Rack Street Survival teen car-control clinic on July 28! We all need to give a big THANK YOU to the San Francisco Recreation and Parks Department for donating the use of Candlestick's parking lot for this event. The total cost to rent that space is normally close to \$4,000, including their required security staff. Their help is ensuring that the cost of hosting this event is within our reach!

We could use a few volunteers to donate their time to the Street Survival school, too! Please contact Canyon Chan at [CarControl@ggcbmwcca.org](mailto:CarControl@ggcbmwcca.org). If you know a teenage driver who hasn't taken this essential (and fun!) course, get them signed up immediately—this school sells out very quickly. It's even fun to just spectate at this school;

part of the curriculum usually includes a demonstration of the power of our cars' steering-wheel airbags. That is, we blow up an unused air bag—it's kind of like a rocket launch! That alone is worth coming out to see.

The next day, July 29, is another one of GGC's exciting autocrosses. This is only the mid-point of the autocross season, so there's still time for you to check out this outrageously fun sport!

If you're having a hard time choosing which of these many events to try, and you'd like an easy way to sample all of them, perhaps it's time you attended a BMW CCA Oktoberfest—this year it's at Mid-Ohio in September. It has all these types of events and more, all rolled into one fun week! You'll get to meet a wide variety of folks, including chapter representatives from across the country, national board representatives, many of the *Roundel* personalities, and a slew of members just like you. If Ohio is too long a trek for you this year, it's no secret that BMW CCA's O'Fest 2013 has been scheduled for Monterey in August, right after the Classic Car Week.

GGC last hosted Oktoberfest in 1993, so after twenty years, we're overdue. In fact, we haven't had a West Coast Oktoberfest since 2004; it seems they come to our ocean about once a decade! This means we're going to need you, so start planning your 2013 vacation now to include a week or so in Monterey. Volunteering, even if only for one day, is a great way to get to see what this event is all about, and why some Club members attend every year—some have gone over 40 years in a row!

If you haven't been to Oktoberfest yet, I hope you'll make this year your first O'Fest in Ohio—and then you'll be an old pro when it comes our way in 2013! **GGC**



By Tammi Hull, Treasurer

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# CALENDAR OF EVENTS

## » JUNE

<b>Jun 1</b>	<b>Wine Cruise</b>	<b>GG Chpt</b>
Infineon Raceway, Sonoma infineonraceway.com	mdaddario@infineonraceway.com	Mike D'Addario
<b>Jun 2</b>	<b>Autocross</b>	<b>GG Chpt</b>
Marina Municipal Airport, Marina ggcbmwcca.org	autocross@ggcbmwcca.org	Jeff Roberts
<b>Jun 2-3</b>	<b>GGC Corral at Sonoma Historic Motorsports Festival</b>	<b>GG Chpt</b>
General Racing	generalracing.com	Infineon Raceway, Sonoma
<b>Jun 3</b>	<b>Car Club Challenge</b>	<b>GG Chpt</b>
LeMans Karting, Fremont ggcbmwcca.org	treasurer@ggcbmwcca.org	Tammi Hull
<b>Jun 9</b>	<b>Cars &amp; Coffee</b>	<b>GG Chpt</b>
Starbucks, Santa Clara ggcbmwcca.org	socialdirector@ggcbmwcca.org	Eric Ries
<b>Jun 17</b>	<b>Tour &amp; Train Ride</b>	<b>GG Chpt</b>
Niles Canyon Railway, Fremont ggcbmwcca.org	tours@ggcbmwcca.org	Mike Zampiceni
<b>Jun 21</b>	<b>Board Meeting</b>	<b>GG Chpt</b>
Round Table Pizza, San Mateo ggcbmwcca.org	president@ggcbmwcca.org	Donna Seeley
<b>Jun 23</b>	<b>Dyno Day</b>	<b>GG Chpt</b>
Dynospot Racing, San Jose ggcbmwcca.org	socialdirector@ggcbmwcca.org	Eric Ries

## » JULY

<b>Jul 7</b>	<b>Cars &amp; Coffee</b>	<b>GG Chpt</b>
Starbucks, Santa Clara ggcbmwcca.org	socialdirector@ggcbmwcca.org	Eric Ries
<b>Jul 14</b>	<b>Autocross Test &amp; Tune</b>	<b>GG Chpt</b>
Marina Municipal Airport, Marina ggcbmwcca.org	autocross@ggcbmwcca.org	Jeff Roberts
<b>Jul 14</b>	<b>GGC Summer Party</b>	<b>GG Chpt</b>
Private residence, Los Altos Hills ggcbmwcca.org	rvp@bmwcca.org	Jeff Cowan
<b>Jul 19</b>	<b>Board Meeting</b>	<b>GG Chpt</b>
Round Table Pizza, San Mateo ggcbmwcca.org	president@ggcbmwcca.org	Donna Seeley
<b>Jul 21</b>	<b>Lake Sonoma Backroads Tour</b>	<b>GG Chpt</b>
Lake Sonoma, Geyserville ggcbmwcca.org	northarearep@ggcbmwcca.org	Paula Williamson
<b>Jul 22</b>	<b>Tech session</b>	<b>GG Chpt</b>
TBD		
<b>Jul 28</b>	<b>Street Survival School</b>	<b>GG Chpt</b>
Candlestick Park, San Francisco ggcbmwcca.org	carcontrol@ggcbmwcca.org	Canyon Chan
<b>Jul 29</b>	<b>Autocross</b>	<b>GG Chpt</b>
Candlestick Park, San Francisco ggcbmwcca.org	autocross@ggcbmwcca.org	Jeff Roberts

## » AUGUST

<b>Aug 4</b>	<b>Pinnacles Driving Tour</b>	<b>GG Chpt</b>
Pinnacles National Park, Paicines ggcbmwcca.org	membershipchair@ggcbmwcca.org	Ian Dunn
<b>Aug 11</b>	<b>Cars &amp; Coffee</b>	<b>GG Chpt</b>
Starbucks, Santa Clara ggcbmwcca.org	socialdirector@ggcbmwcca.org	Eric Ries

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

<b>Aug 16</b>	<b>Board Meeting</b>	<b>GG Chpt</b>
Round Table Pizza, San Mateo ggcbmwcca.org	president@ggcbmwcca.org	Donna Seeley
<b>Aug 17</b>	<b>Legends of the Autobahn*</b>	<b>Central Cal</b>
Monterey	legendsoftheautobahn.org	
<b>Aug 18-19</b>	<b>BMW CCA Festorics*</b>	<b>GG Chpt</b>
Monterey	festorics.org	Jacque Bechek
<b>Aug 25</b>	<b>Autocross</b>	<b>GG Chpt</b>
Marina Municipal Airport, Marina ggcbmwcca.org	autocross@ggcbmwcca.org	Jeff Roberts

## » SEPTEMBER

<b>Sep 9</b>	<b>Napa Valley Winery Tour</b>	<b>GG Chpt</b>
Napa Valley ggcbmwcca.org	northarearep@ggcbmwcca.org	Paula Williamson
<b>Sep 17-23</b>	<b>BMW CCA Oktoberfest*</b>	<b>BMW CCA</b>
Mid-Ohio Sports Car Course, Columbus, OH	bmwccaofest.org	BMW CCA
<b>Sep 20</b>	<b>Board Meeting</b>	<b>GG Chpt</b>
Round Table Pizza, San Mateo ggcbmwcca.org	president@ggcbmwcca.org	Donna Seeley
<b>Sep 21-23</b>	<b>FIA WTCC Corral</b>	<b>GG Chpt</b>
Infineon Raceway, Sonoma ggcbmwcca.org		Donna Seeley
<b>Sep 22</b>	<b>Autocross</b>	<b>GG Chpt</b>
Marina Municipal Airport, Marina ggcbmwcca.org	autocross@ggcbmwcca.org	Jeff Roberts

## » OCTOBER

<b>Oct 7</b>	<b>Womens Wine &amp; Spa Day</b>	<b>GG Chpt</b>
TBD	northarearep@ggcbmwcca.org	Paula Williamson
<b>Oct 18</b>	<b>Board Meeting</b>	<b>GG Chpt</b>
Round Table Pizza, San Mateo ggcbmwcca.org	president@ggcbmwcca.org	Donna Seeley
<b>Oct 20</b>	<b>Car-Control Clinic</b>	<b>GG Chpt</b>
Candlestick Park, San Francisco ggcbmwcca.org	carcontrol@ggcbmwcca.org	Canyon Chan
<b>Oct 21</b>	<b>Autocross</b>	<b>GG Chpt</b>
Marina Municipal Airport, Marina ggcbmwcca.org	autocross@ggcbmwcca.org	Jeff Roberts

## » NOVEMBER

<b>Nov 3</b>	<b>Top Driver Shootout</b>	<b>GG Chpt</b>
Marina Municipal Airport, Marina ggcbmwcca.org	autocross@ggcbmwcca.org	Jeff Roberts
<b>Nov 9-11</b>	<b>Thunderhill Driving School</b>	<b>GG Chpt</b>
Thunderhill Raceway Park, Willows ggcbmwcca.org	trackschools@ggcbmwcca.org	Kelly Collins
<b>Nov 15</b>	<b>Board Meeting</b>	<b>GG Chpt</b>
Round Table Pizza, San Mateo ggcbmwcca.org	president@ggcbmwcca.org	Donna Seeley

## » DECEMBER

<b>Dec 20</b>	<b>Board Meeting</b>	<b>GG Chpt</b>
Round Table Pizza, San Mateo ggcbmwcca.org	president@ggcbmwcca.org	Donna Seeley

\* Indicates a regional or national Club event



# 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.

## BMW CCA

BMW Car Club of America

## 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

To register — visit [www.festorics.org](http://www.festorics.org) OR [www.legendsoftheautobahn.org](http://www.legendsoftheautobahn.org)





# ANNOUNCEMENTS

## BOARD MEETINGS

June 21, 7:00 p.m.

Round Table Pizza, 1304 W. Hillsdale Blvd., San Mateo  
Donna Seeley, 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!

## 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

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

www.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 the great 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!

## Connect With Us



GGC Website & Calendar [www.ggcbmwcca.org](http://www.ggcbmwcca.org)



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

### GGC's BMW Corral features:

- Exclusive reserved parking for BMWs 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 online ONLY at this link:** <http://tiny.cc/SonomaHistorics-GGC-Tix> (sorry, no sales at the gate!)

## GGC AUTOCROSS

June 2

Marina Municipal Airport, Marina

Autocross team, autocross@ggcbmwcca.org

Autocross events are low-to-medium-speed auto-racing meets 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 or 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 “personal best” 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).

You don’t have to drive a BMW in order 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.

Upcoming dates:

July 29 (Candlestick)

August 25 (Marina)

September 22 (Marina)

October 21 (Marina)

November 3 (Top Driver Shootout: Marina)

## CAR-CLUB KARTING CHALLENGE

June 3, 8:00 a.m.

\$75 per driver

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
- 2½-hour timed event.

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). As with real endurance racing, driver changes will be done while the clock is running. Remember, great communication makes a great team! Team shirts are required.

There will also be a car show in the parking lot, food, and prizes!

## GGC TOUR AND STEAM-TRAIN RIDE

June 10, 9:30 a.m.

Fremont

Mike Zampiceni, [Tours@ggcbmwcca.org](mailto:Tours@ggcbmwcca.org)

Bring Dad out for a memorable Father’s Day triple-header: Participate in a social event and drive with BMW friends, socialize with members of the Loma Prieta Region of the Porsche Club of America, and enjoy a fun-filled ride on a historic train through scenic Niles Canyon in the East Bay!

We’ll start out the morning the right way with a moderately brisk—but sane—drive along some entertaining back roads east of San Jose and Milpitas, then head over to Sunol on Highway 84 near I-680, where we’ll take a round trip to the village of Niles aboard a restored vintage train from the Niles Canyon Railway. Then we’ll have lunch in Sunol.

Meet in the parking lot between the Shell station and CVS pharmacy (2514 Berryessa Rd.) in San Jose near the corner of Berryessa and N. Capitol Ave. at 9:30 a.m. to check in and sign the waiver. We’ll have a drivers’ meeting at 9:45, where I’ll distribute route instructions, and we’ll leave promptly at 10:00. Our estimated arrival at the railway will give us ample time to purchase tickets and socialize before the train departs at noon. The suggested donation is \$12 for adults under 62, \$10 for those 62 and over, and \$7 for children three through twelve. Make sure to bring a snack along, because we won’t arrive back in Sunol until 1:30.

Upon our return to Sunol, we’ll walk across the street to Bosco’s Bones & Brew to enjoy their sumptuous Father’s Day buffet (\$16.95, plus tax and gratuity). For those who went on this tour a couple of years ago and experienced poor service at Bosco’s, the restaurant is now under new ownership—and they have assured me that the glitches we experienced are past history.

To reserve your spot, please email (no later than June 13) with the number in your party; let me know whether you’ll participate in the lunch, and also include a contact number. The restaurant can seat up to 40 people in their back room, so reservations are limited to 20 per club. Don’t delay making your reservation too long—the previous event attracted more than 40 people!

## DYNO DAY

June 23, 9:00 a.m. – 5:00 p.m.

Dynospot Racing, 1798 Angela St., San Jose

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

GGC and Dynospot Racing have partnered for a dyno day and social gathering. There are fifteen registration spots available for members to have their cars dyno-tested. The cost is \$110 for three to five pulls on the Dynojet 248H dynamometer, and you must register online at [MotorsportReg.com](http://MotorsportReg.com).

Tim Henderson, owner and operator of DentPro in Marin, will also be on-site, performing paintless dent

repair. No registration is necessary for dent removal; you will pay him directly.

Members are welcome to drop by and watch the action. We will be ordering pizza for lunch, so be sure to register for that if you want lunch (\$5). Register now!

## **GGC SUMMER PARTY!**

July 14

Private Residence, Los Altos Hills

Mark your calendars; we've set a date for our annual chapter party! We'll start the day with a 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.

## **AUTOCROSS TEST & TUNE**

July 14, 8:00 a.m. – 5:00 p.m.

Marina Municipal Airport, Marina

Registration opens June 4.

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

Join us for another open-test and practice day at Marina. This is an open-format event: no run groups or car classes assigned, just plenty of opportunity for tuning and practice—and fun driving, of course!

We plan to offer two tuning exercises:

- 1) Figure eight/skidpad (dual purpose exercise)
- 2) Mini-autocross course that will include various elements you can expect to see during a competition event.

The timing equipment will be set up with the display at the finish so you can run the course and see if your tuning tweaks are making you faster.

We will start set up around 8:00 a.m. and expect to open the test areas by 9:00 a.m. Any help setting up is always appreciated! Donuts will be provided to fuel the setup crew, so come early and lend a hand. Upon arrival, you will be required to check in at the trailer, sign the waivers, have your helmet checked, and get a wrist band. Only registered people will be allowed on site—no guests.

Participants are welcome to come and go throughout the day; you can run the exercises as often as you want. Even if you cannot tune your car's suspension, running the mini course is a great way to practice for our next competition event two weeks later.



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## **LAKE SONOMA BACK-ROADS TOUR**

July 21, 8:30 a.m.– all day

Meet: Crepes-N-More, 620 Jackson St., Fairfield  
([crepes-n-more.com](http://crepes-n-more.com))

Paula Williamson, [NorthAreaRep@ggcbmwcca.org](mailto:NorthAreaRep@ggcbmwcca.org)

RSVP by July 15

The day will start with breakfast at Crepes-'N'-More in Fairfield—please bring cash (average price is \$9–\$16 per person). The drive to Lake Sonoma will be along back roads via Lake Berreyessa to Route 120 up to Geyserville. The drive is about 120 miles one-way; it will take three to four hours, depending on the lengths of stops, and we'll run at a pace that will let you enjoy both the scenery and winding roads. There are many wineries in this area for those who wish to explore on their own.

After a stop at Lake Sonoma for photos, we will end the tour with lunch at the beautiful **Francis Ford Coppola Winery's Rustic Restaurant**. Prepare to be wowed with the Rustic's outdoor terrace overlooking the picturesque Alexander Valley—and by their gourmet cooking! A bar adjacent to the restaurant also serves a full complement of cocktails, and they have an extensive wine-and-beer list.

Alternatively, at the Poolside Café, swimmers and sunbathers alike are welcome to pull up a seat at the outdoor café located just steps from the pool and park area. The café serves a selection of summertime fare, including salads, paninis, and gelato. They'll even deliver your order directly to your poolside lounge chair! (Note: Pool passes are NOT required to dine at Pool Café, but a pool pass must be purchased to use the pool and patio.) Our route home is a straight shot back down 101 at the end of the afternoon.

More detailed information will be provided on the date of the tour. Please RSVP by July 15 so we have a head count for our breakfast reservation.

## **TEEN STREET SURVIVAL DRIVING SCHOOL**

July 28, 8:00 a.m. – 5:30 p.m.

Candlestick Park parking lot

Canyon Chan, [CarControl@ggcbmwcca.org](mailto:CarControl@ggcbmwcca.org)

[www.StreetSurvival.org](http://www.StreetSurvival.org)

It's not your father's driver-education class! The Tire Rack Street Survival™ program is a safe teen-driving and car-control program for drivers aged 16 to 21. Using their own cars, students learn the hands-on physics of car control, pushing the limits of tire adhesion in a safe, controlled situation.

A trained driving instructor accompanies each student to provide immediate feedback while students maneuver their cars through exercises laid out with orange rubber cones in a closed parking lot. The exercises are designed to be fun, safe, challenging, and educational—and each exercise teaches a specific skill.

We teach skid control, ABS braking, accident avoidance, and emergency lane changes—among many other good driving skills and habits. This behind-the-wheel training is the best way to teach kids the basics of car control—and it's fun! When you understand how and why your car responds to what you're doing behind the wheel, it makes you a better driver—in all situations.

But attitude and good habits are as important as quick reaction time. Street Survival™ students become better observers of traffic situations. They learn to “get the big picture,” looking far enough ahead down the road to anticipate the actions of other drivers. With greater skills and awareness comes greater confidence—and responsibility. It’s all about improving skills, not competing; there is no stopwatch, no head-to-head competition with other drivers. Safety is our prime concern—and we want our students to take away the kind of attitude that makes them safer drivers on the highway.

This Tire Rack Street Survival™ event is hosted by the Golden Gate Chapter, BMW CCA, and held on a site generously provided by the San Francisco Recreation and Parks Department.

- All students must have a valid driver’s license. Sorry, no exceptions.
- The following types of vehicles are not allowed: high-center-of-gravity vehicles (HCGs) such as SUVs, SAVs, trucks, Jeep-type vehicles, and minivans. Sorry, no exceptions.
- \$75 includes event fee, lunch, and a one-year membership to the BMW Car Club of America.
- Space is limited. Advance online registration is required: [www.StreetSurvival.org](http://www.StreetSurvival.org)

For more information, or if you are interested in volunteering to help at the event, please contact: [CarControl@ggcbmwcca.org](mailto:CarControl@ggcbmwcca.org). Also see the FAQ page at [www.streetsurvival.org/frequently-asked-questions.php](http://www.streetsurvival.org/frequently-asked-questions.php).

## **PINNACLES DRIVING TOUR**

August 4, 9:00 a.m. – all day

Meet: Los Gatos (TBA)

Pinnacles National Monument, 5000 Highway 146, Paicines  
Ian Dunn, [MembershipChair@ggcbmwcca.org](mailto:MembershipChair@ggcbmwcca.org)

It’s been a few years since we’ve done this tour, so save the date! There won’t be a group hike this year, but the picnic tradition continues!

More details to come as plans develop.

## **BMW CCA MONTEREY WEEKEND 2012**

August 17-19

Monterey area

Jacque Bechek, [jbechek@bmwcca.org](mailto:jbechek@bmwcca.org)  
[tiny.cc/BMW\\_CCA\\_MontereyWknd\\_2012](http://tiny.cc/BMW_CCA_MontereyWknd_2012)

### **LEGENDS OF THE AUTOBAHN**

August 17

Rancho Cañada, Carmel Valley

[www.legendsoftheautobahn.org](http://www.legendsoftheautobahn.org)

The Legends Of The Autobahn concours began in 2009 as a stand-alone BMW event. Recognizing the potential for an even bigger German-alternative event during the annual Monterey sports-car week, event organizers invited the Porsche and Mercedes-Benz clubs for the 2010 event—and we are pleased to announce the addition of the Audi club for 2012. Now in its fourth year, Legends Of The Autobahn has become a local and regional sensation; in fact, in 2011, it saw the North American debut of the BMW 328 *Hommage* concept car, gaining international recognition.

The event includes corral parking and separate judging areas for each club. There may be a separate parking area for non-participants. Attendees can register either for the club corrals or for judging.

A special lunch will be available, or you may bring your own picnic lunch. Event shirts are also available.

Please register early for this event, as space is limited. You may register your car and pre-order lunches and event T-shirts.

### **BMW CCA BARBEQUE NIGHT**

August 17

Rancho Cañada, Carmel Valley

This year’s Club dinner is a much more casual affair at Rancho Cañada. Follow up the Legends concours with a barbecued dinner of barbecue chicken, tri-tip of beef, barbecued ribs, six assorted salads, corn on the cob or fresh vegetable medley, chili beans or chef’s-choice starch, and garlic bread or warm rolls and butter; there’s a coffee-and-hot-tea station, and we’ll finish with a chef’s-choice dessert.

### **BMW CCA FESTORICS**

August 19–21

Mazda Raceway Laguna Seca, Monterey

Join us in celebrating BMW Tuners at the legendary BMW CCA Festorics at the Monterey historic races—now called the Rolex Monterey Motorsports Reunion. This annual event celebrates the mystique of BMW and our appreciation for the marque. Set for August 17–19, the Festorics features a two-day parking corral with hospitality tents overlooking Laguna Seca’s Turn Five. Enjoy a

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catered lunch Saturday and Sunday, and special events in our exclusive BMW CCA hospitality tent above Turn Five. You'll want to be present for the Saturday drawing to win a two-day M Driving School at the BMW Performance Center!

## NAPA VALLEY WINERY TOUR

September 9

Paula Williamson, NorthAreaRep@ggcbmwcca.org

Save the date. More details to follow as our plans develop for this fun tour!

## 43RD ANNUAL BMW CCA OKTOBERFEST

September 17-23

Columbus, OH

BMW CCA, bmwccaOfest.org

Driving school? Rally? Autocross? Gymkhana? For BMW fanatics, there's nothing like our annual BMW CCA Oktoberfest celebration. Every year, hundreds gather from around the country to celebrate the joy of owning a BMW. There's something for everyone, whether you love to compete—on and off the track at Mid-Ohio Sports Car Course—improve your driving skills, or just have a good time. If you're a racer, a tuner, or a cruiser—or if you just love BMWs—you won't want to miss Oktoberfest 2012!

## FIA WTCC CORRAL

September 21–23

Infineon Raceway, Sonoma

Donna Seeley president@ggcbmwcca.org

Keep your calendar open for this weekend, because plans for a BMW CCA parking corral are in the works as the World Touring Car Championship comes to America!

What is the FIA World Touring Car Championship, you ask? Well, here's the skinny from Infineon: "The FIA World Touring Car Championship makes its maiden voyage to the United States in 2012, and what better place than Infineon Raceway? Buckle your seatbelts for a great weekend of fender-to-fender racing on the twisting road course. There will be plenty of beatin' and bangin' between these full-bodied race cars in two 30-minute sprint races, both on Sunday. Drivers subscribe to the 'rubbin' is racin'" theme, so expect tempers to flare and intensity to be at an all-time high. Sonoma is Round Nine of the twelve-race global series, which also features stops in exotic locales like Italy, Brazil, Portugal, Morocco, and Macau."

## WOMEN'S WINE & SPA DAY

October 7

Paula Williamson, NorthAreaRep@ggcbmwcca.org

Save the date! More details will be posted shortly as they become available.

## CAR-CONTROL CLINIC

October 20 (Marina)

Marina Municipal Airport, Marina

CCC Team, carcontrol@ggcbmwcca.org

Car-control clinics are among our Club's greatest community services. 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. **GGC**

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## GGC'S FIRST CARS 'N' COFFEE!

By Eric Ries, Social event coordinator

**D**idn't you join the BMW CCA because of your love of BMWs? As an organization, we offer many different opportunities to engage with the Club. While most of our events focus on some sort of organized driving event—autocross, high-performance driving events, or car-control clinics—the social aspect is what brings people back. We offer other great opportunities, too, such as the fun and exciting social events where cars are simply a tangential element.

In a previous issue of the *Bombe*, Ian Dunn, our chapter membership chair, discussed some of the Club's challenges regarding member retention and engaging new members. I recently took over the responsibilities of social-event coordination for the chapter, and I hope to bring some fresh ideas and renewed vigor. My aim is to engage members who may not be interested in performance-driving events.

The Cars 'n' Coffee events that have gained so much momentum around the country inspired me to make that kind of event my initial organizational effort. This type of event is a great way for members to not only check out some unusual BMWs, but also to meet other members. It's also a great way to be involved in the chapter outside of the driving events. Surprisingly, GGC hadn't had a Cars 'n' Coffee get-together before this year, but I hope to make them a regular monthly occurrence. Once the initial event was scheduled for April 15, two more C'n'Cs quickly landed on GGC's May calendar—May 6 in the South Bay area, and May 27 in the North Bay area.

At April's Cars 'n' Coffee, we had about fifteen members throughout the morning. There were a bunch of great cars—everything from a beautiful new X5 M to an E30 Dinan M3, with a lot of great BMWs in between! Once

we got all the cars lined up in a row for some beauty shots, we had time to compare notes and swap stories.

I consider the first Cars 'n' Coffee a success because of the great conversations that developed. We chatted about everything from suspension setups to engine swaps. Quite a bit of discussion surrounded the autocross from the day before; it offered a chance to throw around ideas on how to shave some fractions off the previous day's times.

A few Cars 'n' Coffee attendees had never been to an autocross, and wanted to know more about what it's like. We also had some fantastic general BMW chat—favorite BMW of all time, what the next car would be, what's coming down the pipeline, and so on.

Incredibly, eight members—some of them longtime members, too—had never been to a single BMW CCA event before! That's the precise reason I volunteered to be social-events coordinator: to get more members out enjoying what this Club has to offer! It also provides a stepping stone for members to explore other offerings. Once you find a buddy who attends car-control clinics or autocross, you'll feel more comfortable going to a new event where you already know someone. And the Cars 'n' Coffee venue is perfect for making new friends.

I sincerely hope that May's events will be even bigger, and the month after that larger still. These events truly have the potential to bring our members together in new ways. It's definitely a great way to meet a few new members and see some amazing BMWs at the same time.

You love your BMW, so whatever the reason you haven't come to an event, I hope to provide fun and exciting ways to convince you to participate. These events are for you, so please don't hesitate to email me

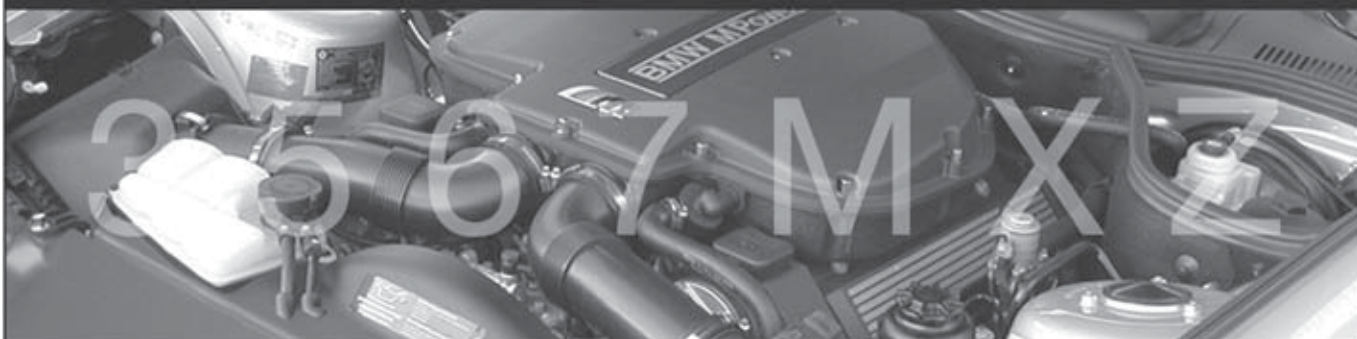




(socialdirector@ggcbmwcca.org) to comment about these events, ask for more info, or put in your two cents about an idea for a social event. I can't promise I'll be able to make them all happen, but I will do my best to bring as many to the calendar as I can! **GGC**



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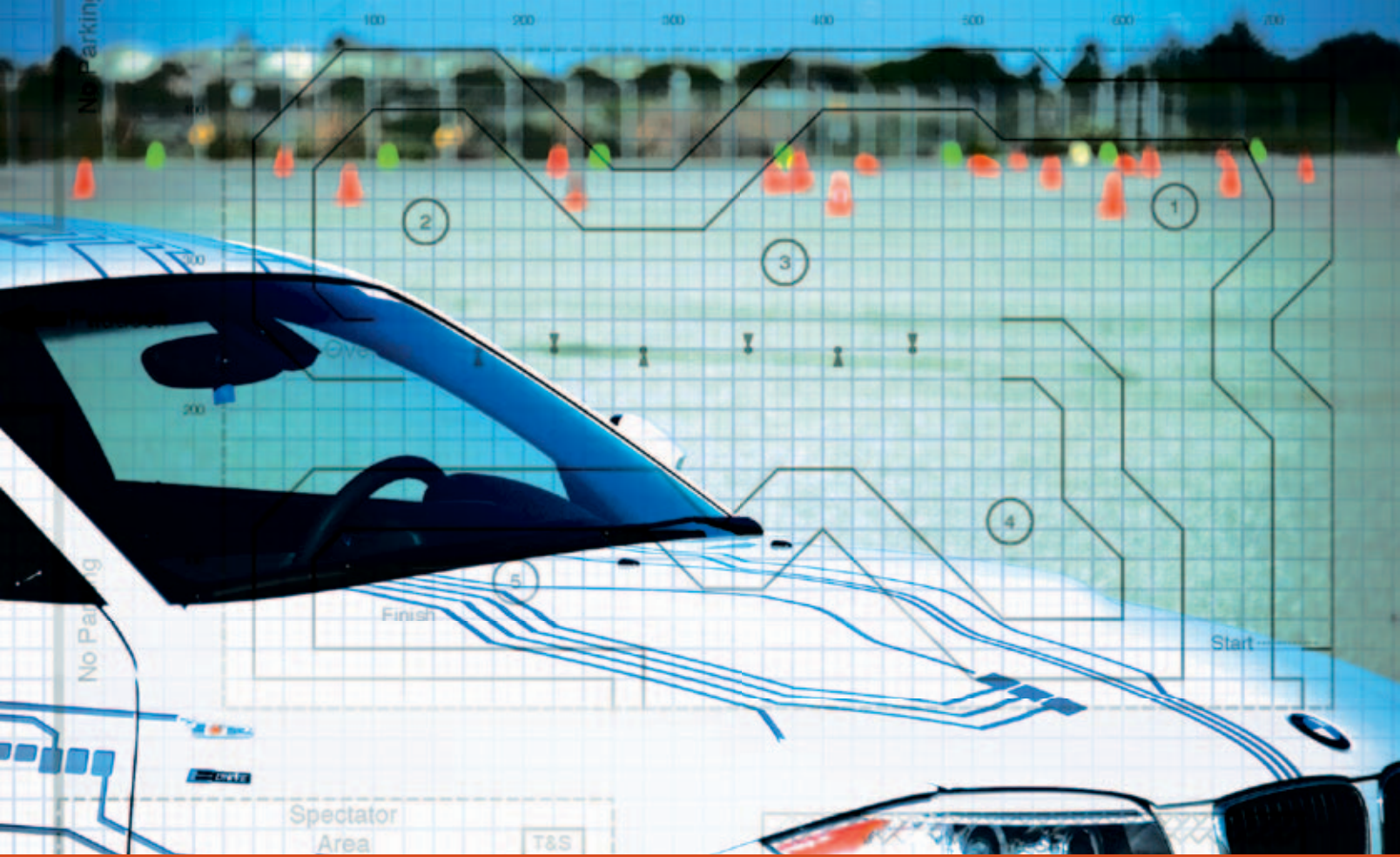
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# ACTIVE(L)E AUTOCROSSING

By Don Louv

Photos by Don Louv and Scott Ryder

**W**hen I told the organizers which BMW I was bringing to the autocross, they had to add my car to the classifications list: No one had entered a 2011 ActiveE (electric) in an autocross before. So, based on the horses, the weight, and several other criteria keyed into a large purple Cray Supercomputer, numbers were crunched, and my car was classified into the slowest class.

Perhaps class C stands for “cart.”

But not the low-slung, open-wheeled, speedy, agile track monsters with lawnmower engines—in this case it means the shopping variety, as in, “as slow as a shopping cart.” Weighing in at 4,006 pounds, sporting a 174-horsepower electric motor gets my car classified as far away from the highly-modified, trailered Gonzo

E30 M3s as is possible. That’s fine by me. My autocross skills aren’t at the Gonzo level, either.

The challenge with electric cars is planning the time and location of your next fix—uh, I mean *charge*. I had to drive down to Marina the night before, stay in a local hotel, and recharge the car for three hours at the local EV charger, kindly provided (for free) by the Walgreens drugstore in Marina. That way I could arrive at the Marina Airport autocross site with a full battery. As my car sat

recharging, I watched a few locals walk by and do double-takes at the BMW plugged into a car-charger. Two people even stopped to take pictures of the car.

The next morning, I rolled quietly onto the autocross site. I prepared the car, added some air to the tires, and left the hood and trunk open for the required tech





inspection. There were several helpful, friendly comments from my compatriots: “Hey, your engine fell out! There’s just a big space up here.”

For my first ActiveE autocross, I decided to see what the car could do on the stock West Coast tires. The California ActiveE cars were equipped with Goodyear Efficient-Grip Run-Flat tires. These are low-rolling-resistance summer tires on 16” wheels—polar opposites to the low-profile R-compounds I’d prefer to be wearing. It could be worse; on the East Coast, they were given all-season tires to cope with driving in the snow.

We shall ignore my first run, as I was—look! A squirrel! Never mind. Please move along. Nothing to see here.

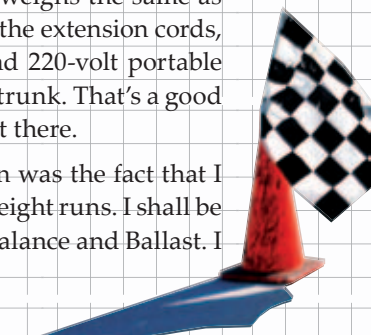
My second run was pretty good—not very aggressive, but a solid time, as I was still learning the course. My third-through-eighth runs got faster and faster, each run quicker than the last. I was experimenting with how late I could brake, and how easily the car would turn. There is some understeer, as is normal for BMW’s production suspension setups, but it was easily managed with some torquey throttle-steering of the responsive electric motor. I also

made it through all eight runs without killing a single cone. In hindsight, maybe I wasn’t pushing quite hard enough.

The car is very quiet as it runs, but spectators standing close by could definitely hear the whine of the motor spinning as I accelerated. There is also a slightly louder, lower-pitched whine when the car’s regenerative braking system is slowing the car. The transition from regen-braking to hydraulic brakes is nearly seamless to the driver. These are definitely not cross-drilled, floating caliper, six-pot M-car brakes, but they are still good BMW brakes, and they slow the two-ton beast down fast enough if you plan ahead.

Unlike the petrol monsters out there, I didn’t have the ability to save on weight by running on less than half a tank; a half-filled battery packs still weighs the same as a full one. I was able to jettison all of the extension cords, adapter plugs, and both the 110- and 220-volt portable chargers that I normally carry in the trunk. That’s a good forty or fifty pounds of baggage right there.

On the other side of that equation was the fact that I ran with a passenger for seven of my eight runs. I shall be kind and refer to my passengers as Balance and Ballast. I





liked that my passengers did very little screaming... almost none. What? Oh, yeah, right: That was me screaming, wasn't it? Sorry.

On my last run, the ActiveE's efficiency readout showed that I was getting a whole 1.0 mpkWh—yup, one. The car has a usable battery capacity of 26 kilowatt hours (kWh). At that rate, I could only go 26 miles on a full

charge. That wins the Worst Mileage I've Ever Gotten In The Car award. Sweet! I'd been trying hard over the last two months to see how low I could get that number to go—in the name of scientific research, of course.

Each run was consuming about 2% to 3% of my battery capacity; eight runs used up less than 25%. Not too bad; I even had enough charge left over to drive home. However,





the car has a dark sense of humor; when I started the drive home, it told me I was only going to make it halfway. But I knew better; I knew it was basing its calculations assuming I'd still be driving at a crazy autocross pace, but I had every intention of being a conservative and sedate electric-car driver. Over the next 40 miles, it gradually re-adjusted its estimates to normal-freeway-consumption levels, and

I actually had a whole ten miles of spare range when I pulled into my driveway that evening.

Next autocross, I'll be on course again, quietly abusing some R-compound tires. This could turn into a habit. **GGC**



# FINAL RESULTS: AUTOCROSS #1

Place	Car #	Name	Car	Car Points	Adjusted	Points
<b>Gonzo Class</b>						
1	47	Hal Dorton	1997 M3 4 Dr	99	43.595	20
2	116	Dave Dunwoodie	1997 M3 4 Dr	90	44.125	15
3	76	Ryan Rich	1987 325is	91	44.999	11
4	14	Matthew Visser	2008 135iC sprt	84	45.176	8
5	901	Pablo Marx	1999 M3	83	45.348	6
6	190	Brian Shadle	2009 135i	82	45.756	5
7	280	Stephen Kolesar	1986 325es	64	46.36	4
8	74	Diane Dorton	1997 M3 4 Dr	99	46.497	3
9	761	Matt Rich	1987 325is	91	47.572	2
<b>AAA Class</b>						
1	113	Charlie Davis	1994 325is	75	45.047	20
2	99	Daniel McCormick	2004 M3 Cabrio	76	45.334	15
3	85	Jack Yu	2003 M3	78	45.368	11
4	8	Rodger Ball	2003 M3	76	45.607	8
5	6	Jeff McCormick	2004 M3 Cabrio	76	46.099	6
6	339	Baron Garger	1998 M3	79	46.429	5
7	81	Kevin Scarbery	2003 M3	76	47.345	4
8	128	Chu Chiang	2002 330Ci	74	50.303	3
<b>AA Class</b>						
1	211	Eric Lam	2011 Cooper S	68	44.905	20
2	2	Brian Cheung	2005 M3	68	45.464	15
3	86	Jeff Roberts	2005 330Ci ZHP	65	45.54	11
4	276	Michael Kolesar	1990 325i	68	45.593	8
5	619	Eric Pulido	2000 Z3 2.3	65	46.072	6
6	137	Kris Linquist	2003 330i ZHP	63	46.301	5
7	363	Vinay Krishnan	2009 M3	60	48.084	4
8	811	Nick Li	2005 M3	68	48.185	3
9	424	Pablo Carballo	1998 M3	66	48.675	2
10	87	Michael Martin	1999 M3 Cabrio	68	49.36	1
11	448	Viranjit Madan	2002 M5	62	50.2	0
<b>A Class</b>						
1	809	Brad Vaughan	2005 M3	58	45.46	20
2	54	Paul Berton	1999 M3	59	45.621	15
3	12	James Keane	2005 M3	58	45.897	11
4	327	Christian Duvivier	1999 Z3 Cpe 2.8	49	46.099	8
5	356	paul brancato	2003 M3	59	46.38	6
6	18	Rob Powers	2006 330i	45	46.923	5
7	371	Ben Hochman	2002 M3	58	47.065	4
8	313	ricardo jamin	1997 M3	58	49.323	3
9	17	Sasha Mestetsky	1988 M5	53	49.458	2
10	62	Helmut Meisl	1995 M3	59	49.484	1
11	56	Cliff Oates	2002 330Ci Sprrt	59	50.453	0
12	78	Mel gee	1998 M3	56	51.099	0
13	420	Thomas Daffern	2008 335i (E90)	56	51.577	0
<b>B Class</b>						
1	83	Chris Goelkel	1988 535is	43	48.956	20
2	164	Vibhav Sreekanti	2007 328i (E92)	46	49.177	15
3	270	Eric Berger	1991 325ic	47	49.203	11
4	334	Michael Costa	2008 335i (E90)	47	49.592	8
5	271	Bob Dooley	2008 135i	49	49.714	6
6	476	Brent Tokarchuk	2008 335i (E90)	47	49.759	5
7	652	Brendan Pramono	1988 535is	43	49.843	4
8	417	Tim Uptegrove	2011 335is (E92)	48	50.496	3
9	70	Matyou Shahbaz	2008 335xi (E90)	41	51.435	2
10	31	Raman Lazary	1995 M3	49	51.605	1



<b>C Class</b>						
1	151	Brock Parsons	2003 330xi	36	49.062	20
2	229	Laszlo Rekasi	1988 635csi	36	49.12	15
3	413	Henry Loh	1991 318is	30	49.229	11
4	624	Don Louv	2011 ActiveE	23	50.629	8
5	50	Utku Yilmaz	2000 328i	36	50.871	6
6	219	Eric Ries	2001 330i	26	52.506	5
7	389	Al Kaehler	1998 328i	35	56.105	4

<b>X Class (no points awarded)</b>						
1	125	Mark Mervich	1990 Van Diemen RF90	40.927	0	
2	900	Kraig Klippel	1994 STS Miata	43.269	0	
3	1	Praneil Prasad	2000 Honda S2000	43.581	0	
4	115	Craig Boyle	1994 Mazda Miata	45.016	0	
5	15	Tony Wong	2011 M3 (E93)	46.19	0	
6	28	Tim Woo	2008 Lexus IS F	46.406	0	
7	701	Brendan Crooks	2003 Honda S2000	46.949	0	
8	589	Omari Stephens	2011 Porsche Cayman S	47.083	0	
9	530	Scott Luke	2003 Nissan 350Z	47.777	0	
10	101	adam landis	2005 Porsche 911 S	47.955	0	
11	90	Brian Marszowski	2011 Subaru WRX S	47.989	0	
12	118	Jim Hildreth	1999 Mazda Miata	48.019	0	
13	370	Tom Flanagan	2010 Nissan 370Z	48.458	0	
14	317	Mihai Damian	2001 Audi S4	48.535	0	
15	762	Paul Nugent	1987 325is	50.141	0	
16	63	Brad Hedstrom	2009 Porsche 911 Carrera	50.19	0	
17	88	Nate Shapiro	2001 Honda S2000	50.768	0	

### Top Adjusted Times (Top Driver Shootout Formula)

Place	Name	Car	Time
1	Christian Duvivier	1999 Z3 Coupe 2.8	42.487
2	Brad Vaughan	2005 M3	42.525
3	Eric Lam	2011 Cooper S	42.705
4	Paul Berton	1999 M3	42.746
5	James Keane	2005 M3	42.934
6	Rob Powers	2006 330i	42.961
7	Jeff Roberts	2005 330Ci ZHP	43.095
8	Brian Cheung	2005 M3	43.237
9	Charlie Davis	1994 325is	43.338
10	Michael Kolesar	1990 325i	43.36



## GGC Balance Sheet Dec 31, 2011

### ASSETS

Current Assets	
Checking/Savings	
~PayPal	3,355.26
~Washington Mutual	75,971.46
Total Checking/Savings	79,326.72
Accounts Receivable	
~Accounts Receivable	5,095.00
Total Accounts Receivable	5,095.00
Other Current Assets	
~A/R - Adobe	50.00
~Fastrak prepaid tolls	25.00
Total Other Current Assets	75.00
Total Current Assets	84,496.72

### Fixed Assets

Communicators	1,500.00
Equipment - timing boxes	1,042.14
Generator	1,076.42
Helmets	2,064.83
Traffic light	1,716.03
Trailer	30,158.00
Truck	15,739.19
Less accum. depreciation (53,296.61)	
Total Fixed Assets	0.00
Other Assets	
Prepaid storage fees	170.00
Total Other Assets	170.00
<b>TOTAL ASSETS</b>	<b>84,666.72</b>

### LIABILITIES & EQUITY

Liabilities	
Current Liabilities	
~Other Current Liabilities	
~Accrued driving school expenses	271.63
~Membership dues payable	48.00
~Total Other Current Liabilities	319.63
Total Current Liabilities	319.63
Total Liabilities	319.63
Equity	
*Retained Earnings	71,617.04
Net Income	12,730.05
Total Equity	84,347.09
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>84,666.72</b>

## GGC Income Statement Jan-Dec 2011

### Ordinary Income/Expense

Income	
ALMS corral	
~corral fees	4,935.00
Total ALMS corral	4,935.00
Autocross cone rental	50.00
Autocross entry fees	
~entry fees	37,233.00
Total Autocross entry fees	37,233.00
Car control clinic entry fees	
~entry fees	17,600.00
~refunds	(410.00)
Total Car-control clinic entry fees	17,190.00
Club racing income	
~racer fees	8,345.00
~refunds	(1,700.00)
~surcharges	1,020.00
Total Club racing income	7,665.00
Corral income	
~Grand Am Corral	915.00
Total Corral income	915.00
Driving schools entry fees	
~cxl fees	775.00
~entry fees	88,632.00
~refunds	(5,266.00)
Total Driving schools entry fees	84,141.00
Holiday Party income	
~dinner	2,352.00
~raffle	80.00
Total Holiday Party income	2,432.00
Membership dues income	57,890.12
Merchandise commissions	29.81
Newsletter advertising revenue	30,595.00
Tour income	728.00
Website advertising income	1,280.00
<b>Total Income</b>	<b>245,083.93</b>
Expense	
ALMS corral expenses	
~processing fees	230.45
~tickets	4,700.00
Total ALMS corral expenses	4,930.45
Autocross expenses	
~awards	1,838.29
~insurance	2,280.00
~lunches	4,679.42
~maintenance	345.00
~portapotties	300.00

~processing fees	1,906.08
~site rental	14,561.00
~supplies	524.26
~trophies	171.79
~truck fuel	100.00
~Autocross exp. - Other	1,700.00
Total Autocross expenses	28,405.84
Awards	341.50
Business cards	319.03
Car-control clinic expenses	
~certificates	164.47
~instructor expenses	907.64
~insurance	285.00
~lunches	1,768.16
~processing fees	965.25
~shirts	1,148.45
~Site rental	7,372.00
~supplies	255.67
~truck fuel	144.31
Total Car control clinic expenses	13,010.95
Club racing expenses	
~BBQ	438.90
~processing fees	396.00
~steward expenses	1,565.06
Total Club racing expenses	2,399.96
Corral expense	
~insurance	155.00
~processing fees	60.05
~site fee	100.00
~tickets & corral passes	1,030.00
Total Corral expense	1,345.05
Driving schools	
~ambulance	4,847.50
~classroom rental	300.00
~communications	2,960.80
~control	360.00
~corner workers	5,280.00
~electrical	450.00
~fire crew	1,660.00
~food & beverages (lunches)	2,445.64
~instructor & staff lodging	5,567.06
~insurance	4,505.00
~meeting expenses	426.06
~numbers	1,109.03
~processing fees	4,670.70
~public address system	600.00
~registration expenses	215.00

~restrooms & portapotties	750.00
~Saturday night dinners	2,332.00
~security	856.00
~towing	240.00
~track rental	35,785.00
~track supervisor	500.00
~truck fuel	269.85
~wristbands	95.63
Total Driving schools	76,225.27
Holiday Party	
~event costs	3,267.10
~processing fees	99.36
Total Holiday Party	3,366.46
Insurance expense	
~D&O	747.39
Total Insurance expense	747.39
Meeting expenses	1,349.87
Membership chair expenses	
~postcards	205.00
~promotional materials	84.55
Total Membership chair expenses	289.55
Newsletter	
~advertising commissions	6,000.00
~editor services	20,000.00
~mailing	2,630.00
~postage	17,292.22
~printing	41,203.00
Total Newsletter	87,125.22
Taxes, licenses & fees	30.00
Tour expenses	
~event costs	680.94
~insurance	1,395.00
~processing fees	32.76
Total Tour expenses	2,108.70
Truck & trailer expenses	
~DMV registration	460.00
~fuel	25.00
~Insurance, truck & trailer	1,887.00
~Storage	120.00
~Trailer repairs & supplies	1,635.17
~Trailer wrap	5,487.50
~Truck repairs & supplies	392.89
Total Truck & trailer expenses	10,007.56
Web hosting expense	351.08
<b>Total Expense</b>	<b>232,353.88</b>
<b>Net Income</b>	<b>12,730.05</b>

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By Jared Petrie  
Secretary, GGC BMW CCA

April 19, 2012

**Board members in attendance:**

Donna Seeley, President; Kelly Collins, Vice President; Jared Petrie, Secretary; Ian Dunn, Membership Chair, Rodger Ball, Member-at-Large; Canyon Chan, Member-at-Large.

**Board members not in attendance:** Tamara Hull, Treasurer

**Guests:** Jeff Cowan, Pacific Region Vice President; Jeff Roberts (autocross co-coordinator); Ryan Rich; Paul Nugent; Eric Ries (social-events coordinator); Mike Mills; Paula Williamson (North Bay representative); Hernan Pelassini (technical-session coordinator)

Meeting called to order at 7:15 p.m.

Next meeting scheduled for 7:00 p.m. May 17 at the Laurelwood shopping center Round Table in San Mateo.

March minutes approved via email.

**Driving Events**

Autocross: Roberts

- ◊ First autocross successful
- ◊ New safety vests received—mixed reviews, but mostly positive
- ◊ Next autocross scheduled for May 5

Car-control clinics: Chan

- ◊ Clinic scheduled for May 19 is sold out!
- ◊ Held meeting for CCC instructors at the end of March to discuss issues and ideas
- ◊ Discussing a potential advanced-student CCC which might be beneficial for autocross and/or track-school participants

High-performance driving events: Collins

- ◊ Laguna Seca school was successful; finances still under review.
- ◊ Laguna Seca offered dates for future 2012 schools, but details such as sound-level restrictions and cost forced us to decline.
- ◊ Additional dates at other tracks still being considered.
- ◊ General discussion on HPDEs from members' point of view

**Vice-president's report:** Collins

- ◊ Newsletter is doing well
- ◊ Website is getting good reviews
- ◊ Social media: updates on Facebook
- ◊ E-blast going out next week.

**Membership-chair's report:** Dunn

- ◊ Currently 4,360 members
- ◊ Positive membership growth so far this year

**Social events:** Ries

Tours: Williamson

- ◊ Proposed a Cars 'n' Coffee event for Memorial Day weekend.
- ◊ Napa Valley wine tour set for September 20
- ◊ Women's wine and spa day set for October 7
- ◊ Driving tour from Fairfield to Lake Berryessa—date to be determined.
- ◊ Proposed a meet-and-greet dinner
- ◊ Pinnacles tour in August to be led by Dunn

Cars 'n' Coffee events: Ries

- ◊ First event (April 15) successful with about fifteen members attending
- ◊ Next meet on May 6
- ◊ Discussed venue and potential regular scheduling

House Family winery event Oct. 13: Collins

- ◊ Discussed option of potential Littlefield Tank Museum tour

Corrals: Williamson

- ◊ Sears Point (June 2-3) for Sonoma Historics: need a budget
  - » Some discussion on where to get funds
  - » Need volunteers

**Tech sessions:** Pelassini and Ries

- ◊ Working on getting schedules for upcoming technical events
- ◊ Nate Walton to do a tech session in Marin(?) on July 22

**President's report:** Seeley

Pacific Region conference call: Cowan

O'Fest 2013 at Laguna Seca update: Cowan

- ◊ Events are being planned
- ◊ Need to decide which events we want to spearhead/attend, etc.
- ◊ Deliver list of events to Cowan before next week's conference call

Meeting adjourned at 9:10 p.m. **GGC**



# Welcome! NEW MEMBERS

First	Last	City	Referred By	First	Last	City	Referred By
Kamala	Alahan	Concord	Clifford Greenberg	Michael	Lehrfeld	Monterey	
David	Arnold	Oakland		Markus	Lewtschuk	Monterey	
Mohan	Bodduluri	Palo Alto		Joe	Lipari	Sunnyvale	
Ken	Brownfield	Novato		Madeleine	Loh	Oakland	Henry Loh
Erik	Budde	San Carlos		Scott	Luke	Ben Lomond	
Massimo	Castellano	San Francisco		Renee	Marchant	Santa Rosa	
Pinyi	Chen	Oakland		Pablo	Marx	Sunnyvale	Tristan Littlehale
Philip	Cho	Sunnyvale		Ronald	Mendoza	Campbell	
James	D'Alfonso	Santa Clara		Ernesto	Metro	San Francisco	
Thomas	Daffern	Sunnyvale		Jon	Milledge	Los Osos	
Kelvin	Dedrick	Sebastopol	Benjamin	Miller	San Jose		
Bryan	Ding	Redwood City	James	Miller	Burlingame		
Bobby	Domingo	Dublin	Jeremy	Nugent	San Rafael		
Josh	Edelman	San Francisco	Marvin	Paul	San Francisco		
Herson	Enerio	Fairfield	Adam	Platt	San Francisco		
Brian	Fajardo	San Jose	Curtis	Poon	Piedmont		
Kyle	Fehr	San Francisco	Jonathan	Quintal	Oakland		
Gary	Gehiere	Santa Clara	David	Ray	Danville		
Alex	Grande	Mill Valley	Mathew	Rose	Fremont		
Murali	Gudipati	San Jose	James	Sandlin	Oakley		
John	Hammergren	Orinda	Scott	Schulkin	San Francisco		
Matt	Heyman	Piedmont	Matyou	Shahbaz	San Jose		
Mei	Hong	Pleasanton	Rajinder	Singh	Belmont		
Karen	Huang	Los Altos	Scott	Sporte	Oakland		
Kevin	Iocca	Saratoga	Chelsea	Strong	Aptos	David Killion	
Chris	Irving	Sonoma	Athar	Tayeb	Pleasanton		
John	Kreutter	Santa Clara	Jean-Luc	Vaillant	Cupertino	Ken Glidewell	
Gordon	Kwan	San Jose	Bob	Vizza	Los Altos		
Joseph	Kwan	Saratoga	William	Wirth	Campbell		
Jackie	Kwong	Alameda	Anthony	Woo	Millbrae		
Adam	Landis	San Francisco	Josh	Wurzel	Sunnyvale	Brian Shadle	
Raman	Lazary	San Jose	David	Zaro	Santa Rosa		

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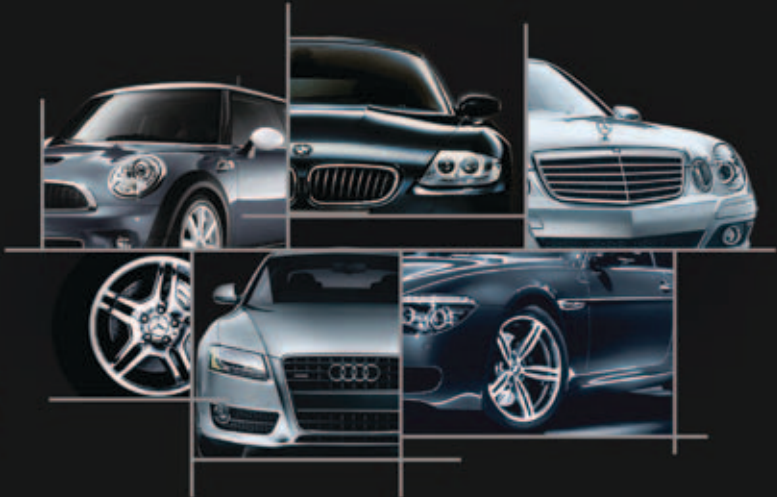
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Rob - Pleasanton





## NOKIA LUMIA 900: MOBILE TECHNOLOGY THAT KEEPS GOING, EVEN AFTER YOU PARK YOUR CAR.

**L**ike most car guys, I'm also a gadget guy; I think it's the nature of the beast. So when you present a car-and-gadget guy with a win-win situation, he'll probably jump on it. And so begins my story: I was coming up on the end of my two-year contract with AT&T, but although I am an Apple fan, the leap from the iPhone 4 to the iPhone 4S didn't seem to be worth the \$200 price tag. As I've been using an iPhone since 2007, the change bug was already in me.

Then, early in May, Nokia announced the release of their new Windows Phone 7, the Lumia 900. Upon its release, a software bug prompted Nokia to offer a \$100 credit on the phone as a sales incentive until an update patch could be released. AT&T was already offering the phone at \$99 with a contract; add the Nokia credit, and the phone was essentially free. Win #1!

When I looked up the going eBay price for a used iPhone 4—about \$300, I hit Win #2. It took no time to become the proud owner of the new Nokia Lumia 900 in black. For the purpose of this ToyBox column, I won't go too far outside the usage in the car for the Lumia 900. There are several features that work really well as a mobile accessory, providing GPS mapping, hands-free calling features, a larger user interface, and high-speed cellular-data connections.

### Physical Features

The Lumia 900 uses the new Windows Phone 7 "metro-tile" format—which means instead of tiny button icons, large ¾" tiles make it easier to find and push the app you wish to use. Add this visual feature to the 4.3" active-matrix organic light-emitting-diode (AMOLED) screen—brighter color, blacker blacks—and it just makes for easier viewing while on the road.

The Lumia also allows simple voice commands like text, dial, and start applications, so your hands stay on the wheel as you drive. The text feature will even read text messages as you receive them, and you can answer by sending texts using Microsoft's dictation technology, TellMe. Thus you can have an entire text-message conversation without ever pushing a button.

### Nokia Drive App v3.0

Although a standalone GPS is a somewhat dying device, the latest incarnation in mobile phones has been awesome. And Nokia offers free GPS in the Lumia with a couple of neat features:

1. Offline maps: Nokia Drive uses offline maps which you can download and store, so you can travel without even a cell signal and still know where you are.
2. Voice-assisted driving: Nokia drive offers voices in male, female, and surfer dude, and in English, French, German, Dutch, and more.

### 4G/LTE Connections

Perhaps *the* best feature of this phone (or any others with this capability) is 4G/LTE. Coming from a 3G iPhone 4,

I never understood the 4G/LTE marketing hype until I used the Lumia 900. Outside the AT&T store in Pleasanton, using an LTE network I accessed CNN—the page just blinked on. The speed made me think it was a cached page—that is, a stored, preloaded web page—but the refreshed web page came up just as fast.

Using noted bandwidth application Speedtest, the LTE connection clocked 20 Mb for download speeds, and a 6 Mb upload speed on a Saturday afternoon in the East Bay. Folks, that a wireless Internet speed! To compare, my Comcast cable Internet downloads at 20 Mb and uploads at 1.8. To be fair, these numbers were measured over a weekend, so peak Internet usage was down. However, LTE can deliver about 11 Mb down and 5 Mb up in downtown San Francisco, which is still much faster than some local office networks. However, LTE networks aren't everywhere... yet. Most major U.S. cities have LTE, but when outside of LTE-supported areas, the phone will jump onto 4G—about three times faster than 3G—or 3G networks.

### Bluetooth

It just works. You know how Bluetooth can be finicky: it won't sync and it won't stay connected. The Nokia unit just starts up once, syncs once, and stays on to my car's Kenwood Bluetooth receiver. Call clarity is pretty darn good compared to the iPhone 4.

### Downsides

As with most powerful gadgets, there are some hitches, right? The biggest thing you'll notice about the Lumia 900 is its battery life. You cannot leave the 4G LTE features on all day. Much like the iPhone 3GS/4/s or Android LTE phones, high-speed bandwidth functions will drain your phone—even in stand-by—especially as you move. In the instance of LTE, you may be moving from 3G to 4G to LTE areas, so the phone is constantly switching among them.

There also may be applications requiring data running in the background (chat, stocks, news feeds, email push, etc.) that will not only consume data, but power as well. Thus a judicious use of an data "switch on/off" app will help you keep your phone as fully charged as possible; to access data, just flip on the feature.

For the Lumia 900, I see LTE consuming about 20% of battery power per hour when I use it to run commute mapping and Bluetooth transmission of music to my Kenwood deck.

### Overall

If you are looking for your next smart phone, the latest offering from Nokia is worthy of your consideration—and perhaps it's no coincidence that it comes in Bavarian blue. **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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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](mailto:CommMgr@ggcbmwcca.org).

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# 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

Hey Mike: V1 sez: "DON'T BELIEVE IT'S JUST A TRAILER."

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)  
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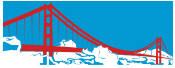
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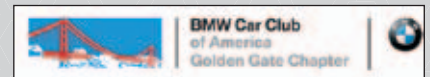


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