

die flüsternde bombe

August 2012



This issue:

Sonoma Historics
Poza Driving Tour
Autocross Results
Car-Club Karting Challenge



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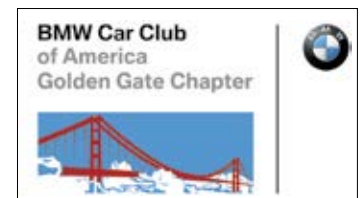


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On the cover

John Fitzpatrick's lovely silver pre-war 328 is a regular competitor at the vintage races, including the Sonoma Historics.

Photos by Ryan Rich

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.

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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. 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

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 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
Inside black and white ads:				
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
Inside color ads:				
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.				
Inside front/back cover:				
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.



By the time you read this, the boisterous Internet crowd will have moved on to an entirely new set of gripes, but, as I write this, the hot topic around here is the “death” of BMW’s M brand. The furor started with Bill Caswell’s Jalopnik blog post about the limited-release (200) Lime Rock Park Limited Edition E92 M3 (link below). Caswell finds this car—or the idea that BMW would build such a car—something akin to the axis of evil.

Caswell’s irritation was triggered by what he sees as a blatant marketing ploy by BMW, as the special-edition car has no driveline improvements over the stock M3, only cosmetic differences and a few lightweight parts. His tirade goes on to explain his loss of faith in the M brand: “There is no car that says ‘I want to pretend I’m a performance driver, a racer, but never go to the track’ more than the current M brand. It’s a fraud leveraging the company’s rich racing history, and it pisses me off.”

Soon after the story hit Jalopnik, my Facebook feed was inundated with response postings for over 36 hours; I couldn’t possibly escape the topic! It seems that every one of my BMW friends had something to say about it—usually along the lines of “M stands for Marketing” or “the M brand isn’t what it used to be.”

Instead of jumping head-first into these churning waters, I considered the bigger picture. Yes, it may be true that BMW’s M division—more properly known as M GmbH—focuses more on marketing its products than on building boy-racer cars these days. However, let’s remember that the very purpose of the M division has changed in 40 years. Originally created as BMW Motorsport, its first order of business was, as Caswell states, to “build homologation specials. Cars built for specific racing series in minimum quantity to meet the rules.”

But the last time I checked, it wasn’t 1972 anymore—and since those days, both the motorsports world and the car-manufacturing business have evolved significantly. And guess what? M cars are still around because people are buying them—in droves. Times have changed (duh!), and M GmbH has become a very profitable division of the company—something that wasn’t always true.

Let’s face it: BMW is in business—a very competitive business. Financial reality dictates that BMW build cars that suit a wide range of buyers looking for performance—or the image of performance, quality, and luxury that BMW has worked hard to attain. The BMW Group board of directors demands that each division of the company produce a profit center; why else do you think BMW’s Classic division—formerly BMW Mobile Tradition—recently got into the lucrative business of restoring vintage BMWs?

As a small, independent entity among the mass of car-makers, BMW couldn’t survive in what has evolved into a

very-thin profit-margin industry, if M cars were still built by hand, one at a time—like the M1, the E30 M3, and the early M5 and M6. These days, that would be impossible; in addition to the complex technologies necessary to meet strict federal and international safety standards, M cars have become mass produced to meet consumer demand. The majority of buyers in BMW’s demographic demand safety, luxury, and comfort along with their M badges.

Today, BMW builds cars for what Caswell calls a “modern-posser racer.” Should they be building actual race cars instead? Well, they do; you can still buy a BMW Z4 GT3 racer for a little over \$400,000. But that’s hardly the bread-and-butter product for a modern car company. Instead, BMW caters to what the majority wants—including M enthusiasts. These cars still sell in record-setting volumes each successive year. If it didn’t cater to what its customers want, the M division would probably have been shut down fifteen years ago.



By Kelly Collins, Vice President

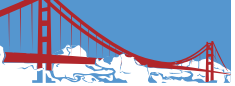
The small percentage of us who do take our M cars to the track certainly aren’t enough to keep a car company in business—and the reality is that not everyone who buys an M car wants to take it to the track. You can see the proof at every GGC driving school: We have more than 4,200 members in our chapter, but fewer than 10% of them participate in track schools. About 25% of our members own M cars; even if all of our driving-school students drove M cars, that would still mean that about 60% of our M-owning population haven’t brought their cars to track events.

Some BMW owners—M cars or otherwise—are track rats like me, and some aren’t. I’m okay with those enthusiasts who have a passion for their cars, regardless of whether they drive them on the track or not. We all vote with our wallets, and I’d bet that many owners would really enjoy driving the Lime Rock Park Limited Edition, or the other limited-number M editions that have come before it: Frozen Black M3, anyone? I hardly think that this car signals the death of the M brand, because M models still deliver all the fun we’ve come to expect, albeit in bigger, heavier, and more luxurious packages—as the market demands. **GGC**

Link to the Bill Caswell’s Jalopnik story:
tiny.cc/Jalopnik_LimeRockM3

Caswell gained notoriety after his astonishingly competitive time in the 2010 Mexico World Rally Championship event—driving a \$500 Craigslist-buy E30 3 Series.





CALENDAR OF EVENTS

» AUGUST

Aug 4 Pinnacles Driving Tour	GG Chpt
Pinnacles National Park, Paicines ggcbmwcca.org MembershipChair@ggcbmwcca.org	Ian Dunn
Aug 11 Cars 'n' Coffee	GG Chpt
Starbucks, Santa Clara ggcbmwcca.org SocialDirector@ggcbmwcca.org	Eric Ries
Aug 16 Board Meeting	GG Chpt
Round Table Pizza, San Mateo ggcbmwcca.org president@ggcbmwcca.org	Donna Seeley
Aug 17 Legends of the Autobahn*	Central Cal
Carmel Valley legendsoftheautobahn.org jbechek@bmwcca.org	Jacque Bechek
Aug 17-19 BMW CCA Festorics*	GG Chpt
Monterey festorics.org jbechek@bmwcca.org	Jacque Bechek
Aug 25 Cars 'n' Coffee: East Bay	GG Chpt
Peet's Coffee, Concord ggcbmwcca.org EastAreaRep@ggcbmwcca.org	Mary Sandkohl
Aug 25 Autocross	GG Chpt
Marina Municipal Airport, Marina ggcbmwcca.org autocross@ggcbmwcca.org	Jeff Roberts

» SEPTEMBER

Sep 8 Cars 'n' Coffee	GG Chpt
Starbucks, Santa Clara ggcbmwcca.org SocialDirector@ggcbmwcca.org	Eric Ries
Sep 9 Napa Valley Winery Tour	GG Chpt
Napa Valley ggcbmwcca.org NorthAreaRep@ggcbmwcca.org	Paula Williamson
Sep 15 Technical Session	GG Chpt
BMW of Santa Maria, Santa Maria ggcbmwcca.org SLOAreaRep@ggcbmwcca.org	Dennis Harrold
Sep 17-23 BMW CCA Oktoberfest*	BMW CCA
Mid-Ohio Sports Car Course, Columbus, OH bmwccaofest.org	BMW CCA
Sep 20 Board Meeting	GG Chpt
Round Table Pizza, San Mateo ggcbmwcca.org president@ggcbmwcca.org	Donna Seeley
Sep 21-23 FIA WTCC Corral	GG Chpt
Infinite Raceway, Sonoma ggcbmwcca.org	Donna Seeley

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

» OCTOBER

Oct 7 Womens Wine & Spa Day	GG Chpt
TBD ggcbmwcca.org NorthAreaRep@ggcbmwcca.org	Paula Williamson
Oct 13 Cars 'n' Coffee	GG Chpt
Starbucks, Santa Clara ggcbmwcca.org SocialDirector@ggcbmwcca.org	Eric Ries
Oct 18 Board Meeting	GG Chpt
Round Table Pizza, San Mateo ggcbmwcca.org president@ggcbmwcca.org	Donna Seeley
Oct 20 Car-Control Clinic	GG Chpt
Marina Municipal Airport, Marina ggcbmwcca.org CarControl@ggcbmwcca.org	Canyon Chan
Oct 21 Autocross	GG Chpt
Marina Municipal Airport, Marina ggcbmwcca.org autocross@ggcbmwcca.org	Jeff Roberts
Oct 28 North SLO County Tour	GG Chpt
San Luis Obispo ggcbmwcca.org SLOAreaRep@ggcbmwcca.org	Dennis Harrold

» NOVEMBER

Nov 3 Top Driver Shootout	GG Chpt
Marina Municipal Airport, Marina ggcbmwcca.org autocross@ggcbmwcca.org	Jeff Roberts
Nov 9-11 Thunderhill Driving School	GG Chpt
Thunderhill Raceway Park, Willows ggcbmwcca.org trackschools@ggcbmwcca.org	Kelly Collins
Nov 15 Board Meeting	GG Chpt
Round Table Pizza, San Mateo ggcbmwcca.org president@ggcbmwcca.org	Donna Seeley
Nov 17 Cars 'n' Coffee	GG Chpt
Starbucks, Santa Clara ggcbmwcca.org SocialDirector@ggcbmwcca.org	Eric Ries

» DECEMBER

Dec 1 Solvang Motorcycle Museum Tour	GG Chpt
Solvang Motorcycle Museum, Solvang ggcbmwcca.org SLOAreaRep@ggcbmwcca.org	Dennis Harrold
Dec 20 Board Meeting	GG Chpt
Round Table Pizza, San Mateo ggcbmwcca.org president@ggcbmwcca.org	Donna Seeley
Dec 8 Cars 'n' Coffee	GG Chpt
Starbucks, Santa Clara ggcbmwcca.org SocialDirector@ggcbmwcca.org	Eric Ries

* Indicates a regional or national Club event

To add an event to the calendar, email your information to:
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Current Calendar



BMW CCA

BMW Car Club of America

Monterey Weekend



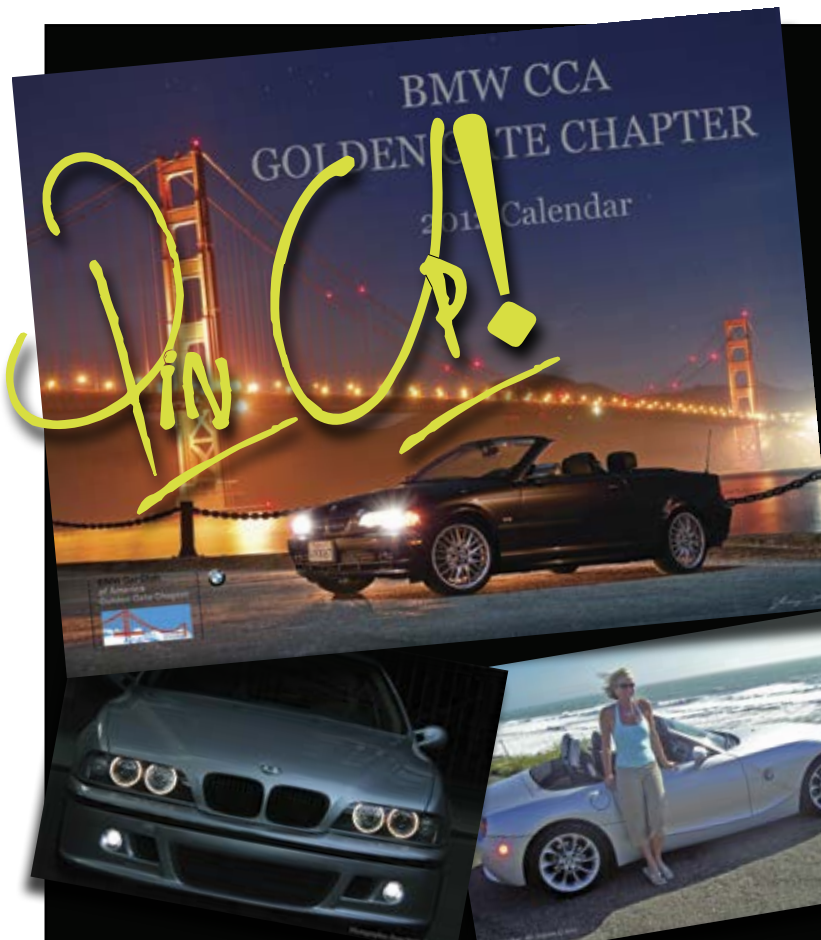
Legends of the Autobahn Friday, August 17

- 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 OR www.legendsoftheautobahn.org



GGC Calendar Photos

2013

We need twelve months of photos and a cover to fill our annual print calendar, so dig through your favorite beauty shots for the photo you want immortalized in print!

Send your photos to GGC president Donna Seeley before October 15: CarsOfGGC@gmail.com

Requirements:

- No cars from previous calendars, but their stablemates are welcome
- Large landscape format (at least 11.5" wide by 9.0" tall)
- High-resolution image (150+ dpi)
- JPEG or PNG format only

If you send links, make sure each link is to one full-resolution picture.

Please include the following information in your email:

- Car year and model
- Owner's full name
- Location and date of the picture (extra credit for GGC events; double extra credit if Donna's car is also in the shot!)

Important: We must have the photographer's permission to publish the picture. If you didn't take the picture, please get permission before you submit it, and include the photographer's name.



ANNOUNCEMENTS

BOARD MEETINGS

August 16, 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!

PINNACLES DRIVING TOUR

August 4, all day

Meet: Starbucks, 624 Blossom Hill Rd, Los Gatos
Pinnacles National Monument, 5000 Highway 146, Paicines
RSVP to Ian Dunn: MembershipChair@ggcbmwcca.org

It's been a few years since we've done this tour, and it is not to be missed! There won't be a group hike this year, but the picnic tradition continues at Pinnacles National Monument, Chaparral Ranger Station. There are no stores at the park, so be sure to pick up food before we depart in the morning.

After lunch, you can either head back on Highway 101 or continue the tour with us via Carmel Valley Road to Highway 1 and then back north. The complete route includes about 250 miles of spirited driving over some of the best roads in the Bay Area. Check out photos here from the last tour in 2009: <http://bit.ly/Law3YQ>.

In the morning, we'll meet at the Starbucks in Los Gatos at 8:30 a.m.. The drivers' meeting will take place at 8:45 a.m., and we'll depart promptly at 9:00.

If you wish to attend, RSVP by emailing Ian Dunn by **August 2**. The route guide will be sent out the week prior to the tour, but only to those who have responded with an RSVP.

CARS 'N' COFFEE: SOUTH BAY

August 11, 9:00 a.m.–12:00 p.m.

Starbucks, 3551 Homestead Road, Santa Clara
Eric Ries: SocialDirector@ggcbmwcca.org

Please join your fellow BMW CCA members for some quality Cars 'n' Coffee time! Take in a leisurely morning with a warm morning beverage and some great conversations about BMWs—or whatever else happens to come up. The event is held at the Starbucks on Homestead and Lawrence Expressway in the Super Kyo-Po plaza.

Upcoming south bay C'n'Cs:

September 8	November 17
October 13	December 8



The BMW Zagato Coupe will make its US debut at Legends of the Autobahn prior to its showing at the Pebble Beach Concours.

BMW CCA MONTEREY WEEKEND 2012

August 17–19

Monterey area

Jacque Bechek: jbechek@bmwcca.org
tiny.cc/BMW_CCA_MontereyWknd_2012

LEGENDS OF THE AUTOBAHN

August 17

Rancho Cañada, Carmel Valley
www.legendsoftheautobahn.org



Register Now!

Big news! Two unique and interesting BMWs will be on display for the first time in the US, courtesy of BMW NA: the **BMW Zagato Coupe** that made such an impression at Concorso d'Eleganza Ville d'Este earlier this year, and a special car that was hidden away for years: the **BMW M8**. Only one prototype was ever built, and it's coming to Legends. In addition, you'll also get to see the new M6—coupe and convertible—along with the new 640i Gran Coupé (in Imola Red, no less!).

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.



The M1 Pro Car and the BMW March GTP prototypes are two of the three cars BMW NA will be racing during the Festorics festivities at the Motorsports Reunion.

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 barbeque dinner of 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 17-18

Rolex Monterey Motorsports Reunion

Mazda Raceway Laguna Seca, Monterey

www.festorics.org

Breaking news for Rolex Monterey Motorsports Reunion! On the track this year you'll see spectacular historic race cars—including the legendary **3.5CSL**. And that Daytona veteran will be driven by none other than **Ludwig Willisch—the head honcho at BMW of North America!** Yes, the boss is not only a car guy, but a race-car guy as well!

BMW will be celebrating 40 years of M Power by racing the BMW 3.5CSL, the 1986 **BMW March GTP prototype** (with **David Murray** at the wheel), and 1980 **M1 Group 4** car (with sports-car racing champion **Brian Redman** behind the wheel) and displaying newly introduced production cars, including the new M6 coupe, 6 Series Gran Coupé, and M5. BMW fans will not want to miss joining BMW in celebrating its 2011 ALMS GT Manufacturer's Championship by getting their picture taken in the company of the BMW M3 GT.

This year's legendary BMW CCA Festorics at the Monterey historic races—now called the Rolex Monterey Motorsports Reunion—celebrates *Unendliche Freude* (infinite joy): roadsters from the 507 to today's Z models. After all, BMW's unending joy is as relevant today as it was yesterday!

This annual event celebrates the mystique of BMW and our appreciation for the marque. Set for August 17-19, Festorics features a Friday Back Roads Tour to Big Sur and two-day (Saturday and Sunday) parking corral with hospitality tents overlooking Laguna Seca's Turn Five. Enjoy a catered lunch Saturday and Sunday, and special events in our exclusive trackside BMW CCA hospitality tent. You'll want to be present for the Saturday drawing to win a two-day M Driving School at the BMW Performance Center!

CARS 'N' COFFEE: EAST BAY

August 25, 9:00 a.m.–12:00 p.m.

Peet's Coffee, 5458 Ygnacio Valley Road, Ste 10, Concord

Mary Sandkohl, EastBayAreaRep@ggcbmwcca.org

Help inaugurate the first East Bay GGC Cars 'n' Coffee! Join your fellow chapter members for a warm morning beverage and share your enthusiasm for your BMW!

GGC AUTOCROSS

August 25

Marina Municipal Airport, Marina

Autocross team: autocross@ggcbmwcca.org

Going to the Street Survival school? Why not practice your newly learned skills the very next day?! 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 under Driving Events>Autocross, or visit 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.

Registration is only at MotorsportReg.com

Upcoming dates:

September 22 (Marina) November 3 (Top Driver

October 21 (Marina) Shootout: Marina)

NAPA VALLEY WINERY TOUR

September 9

Paula Williamson, NorthAreaRep@ggcbmwcca.org

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

TECH SESSION

September 15, 10:00 a.m.

BMW of Santa Maria, 2150 S. College Drive, Santa Maria

Dennis Harrold, SLOAreaRep@ggcbmwcca.org

BMW of Santa Maria has invited us to be their guest at a session where Jerod Hurnblad and his staff will fill us in on the latest information about BMW service. This dealership is also a Dinan dealer, so we'll learn about their latest offerings as well. After the session, there will be an optional driving tour north on Tepusquet Road.

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 FIA World Touring Car Championship comes to American soil for the first time at Sonoma's Infineon Raceway. The WTCC, one of the four World Championships ruled by the Fédération Internationale de l'Automobile, features the best in touring car racing with models such as BMW, Chevrolet, SEAT and Volvo.

What is the FIA WTCC, 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

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.

NORTH SLO COUNTY TOUR

October 28, 10:00 a.m.

Home Depot, 1551 Froom Ranch Rd., San Luis Obispo

Dennis Harrold, SLOAreaRep@ggcbmwcca.org

Join us for a spirited run through our North Woods, beginning on the coast and winding our way through Morro Bay and Cayucos to McPhee's Grill in Templeton for lunch.

THUNDERHILL DRIVING SCHOOL!

November 9–10

Thunderhill Raceway Park, Willows

Kelly Collins: TrackSchools@ggcbmwcca.org

Come learn the art of high-performance driving at our Thunderhill driving school! The focus of our driving school is on safety and education; every student is assigned an instructor until they are signed off at the event. Our dedicated team of experienced instructors will help you learn at a comfortable and enjoyable pace.

Your vehicle must undergo a technical inspection by a qualified mechanic within 30 days of the event. Bring the completed, stamped, and signed GGC Tech Inspection Form with you to registration. Self-techs are not allowed, and tech-inspection forms other than GGC's will not be accepted.

Check the website for additional details.

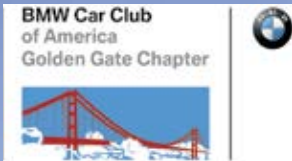
SOLVANG MOTORCYCLE MUSEUM

December 1, 10:00 a.m.

Panera Bread, 540 E. Betteravia Road, Santa Maria

Dennis Harrold, SLOAreaRep@ggcbmwcca.org

Join us for a drive through the Santa Ynez Valley, and lunch at the River Grill in Solvang. Our final destination is the Solvang Vintage Motorcycle Museum, where you'll see an outstanding collection of racing bikes. **GGC**



October 20, 8:00 a.m.-5:30 p.m.
Marina Municipal Airport, Marina
Don't miss the last school of the year!



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

- Registration is online only: go to 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)



LASTING MEMORIES FROM THE SONOMA HISTORIC RACES



After we got our entry tickets, my daughter Nicole and I headed out to the BMW CCA corral to start putting up all of the tents and flags. Once the volunteer duties were complete, I took off with my daughter in tow to the paddock to look at the wide variety of race cars. We were able to see and photograph so many great old race cars, including BMWs—like the 3.0CSL and 700—Ferraris, lots of Mustangs and Cobras, many modified classic Mini Coopers, Jaguars, and a Mercedes 300 SL Gullwing.

It absolutely made my day when we came upon a 1963 Alfa Romeo Guilietta Spyder—just like the first car I ever owned. Of course, the one in front of me was heavily modified as a race car, but in essence it was my car! I froze in my tracks, staring at this vision from my past.

Quickly I began regaling the owner and Nicole with stories about my first car. It had been a gift from my older brother when I was fourteen; he gave me the car totally incomplete and disassembled. The engine

and transmission were in the trunk (disassembled), the seats and interior did not exist, and the body had a light-gray paint job with a lot of rust.

It took me about two full years of hard work—a lot of Bondo and fiberglass, and a full paint job—to get the car rolling and out of the garage. I also rebuilt the engine and worked on the transmission to verify that it was working. This was probably the best gift anyone could have given me at that age, but I just didn't know it at the time. Now I do!—Luis Martinez



There are so many reasons that the BMW corral was great! From the awesome members we met at the corral, to the beautiful pre-war silver 328 and the CSLs racing on track, the BMW pride was in full force.

The paddock was full of stunningly beautiful cars. There were classic Porsches, Bugattis, Shelbys, and E-type Jaguars, just to name a few; there was more than enough eye-candy to get any car-lover's heart racing. But the icing on the cake was the number of compliments our GGC crew received on how great our corral looked, compared to everyone else! It's impossible to feel anything less than amazed about the top-notch quality of our Club members.—*Eric Ries*



My experience at the Sonoma Historics Motorsports Festival was really great! It was my first time at this event, where there were many amazing and extremely beautiful cars! They ranged from exotic beauties to cars that triggered memories of those previously owned by my father. I'd have to say that my favorite part of the day was when I came upon three gorgeous 3.0 CSL race cars in the paddock. They were truly beautiful and historic cars.

The BMW corral was set up with fantastic decorations and friendly peo-

ple. There was a happy and energetic environment, and I was able to meet new people who share a common interest in cars. Conversations ranged from the cars surrounding us to experiences with police officers, to secret back roads around Infineon, to the qualifying races going on throughout the day!

All in all, the experiences shared in the BMW corral were great, and the people who were part of the corral also attributed to the energetic and friendly environment.—*Nicole Martinez*



Ryan Rich



Luis Martinez



Ryan Rich

It was a tough battle with strong winds in the morning, but we managed to set up the corral in time for the arrival of Golden Gate Chapter race fans. It looked great: The tables were set with tablecloths—topped with flowers, nibbles, and sponsorship info—and the BMW colors flew proudly on the flagpoles. The happy members we saw throughout the weekend made all the hard work well worth it—and the ultimate bonus was hearing the Race Sonoma staff member in charge tell us, “Your club has the best corral of all the corrals!”

One of my highlights of the weekend was when Mary Sandkohl and I got a chauffeur-driven guided tour of all the cars in the paddock from the big boss of Race Sonoma ticketing, and then a ride back to our corral (due to my bad knee). It was just by chance that we happened to flag down the big boss man! He had no idea who we were, yet he was just so nice to us.

Thank you to all the other volunteers who helped me make this event a rousing success: Jeff Cowan, Luis Martinez, Nicole Martinez, Ryan Rich, Eric Ries, Jeff Roberts, and Mary Sandkohl!—*Paula Williamson*



Donna Sealey



Ryan Rich



Luis Martinez

CHOICES THAT MAKE A DIFFERENCE

What gets people involved with the administrative side of a volunteer organization like the Golden Gate Chapter? For me, the first step was receiving a gift: my membership in the BMW CCA. I'm not sure why it took a gift to get me into the Club, because for as long as I can remember, I have been a BMW fan(atic); once I got my hands on that shiny membership card and read my first *Roundel* and *Bombe*, I was hooked.

I didn't jump into the events right away, but I finally attended a car-control clinic. It was a blast learning how to control my vehicle better, but what really amazed me was that I met several very interesting people who seemed to love BMWs even more than I did. I began to realize that my passion was shared by many in this new group, and that being with these people brought that passion to another level.

That made me curious about the people who run the Golden Gate Chapter, and what it takes to put it together something as professional as the car-control clinic. So I went to a GGC board meeting; there I was welcomed like an old friend, and I learned a lot about how a large chapter such as ours—the second largest in the US—keeps running smoothly. That peek into the world behind the scenes of chapter events really intrigued me.

Within a few months, I began to think that I might be able to contribute something, but I didn't know exactly how—yet. Then I learned that the 2012 board secretary position was open, so I jumped at the chance to become more involved in the chapter that I love.

Why do I look forward to board meetings? Why do I get excited about our events? This position has given me a new avenue to express my passion for BMWs, and I truly enjoy the people around me. I look forward to the board meetings, where we accomplish a lot—completing and reporting on chapter business—in an environment in which we can laugh about most everything. Just hanging

out and interacting with other BMW enthusiasts is a lot of fun! I get more out of my BMW because of the Golden Gate Chapter—and being a piece of the engine that keeps this chapter running is icing on the cake.

The best part about volunteering, though, has to be the people you meet. I asked around the board a bit, and they all agree: It's the people. You make friends in the chapter—and you make many more friends when you join in as a volunteer, people with wide-ranging interests and enthusiasms.

There's also a feeling of accomplishment from donating your time. Jeff Roberts, who stepped up this year as a co-coordinator for the autocross program, has been a volunteer instructor at the car-control clinics since 2008. He says he genuinely enjoys teaching drivers about their cars; it's all worth the time and effort when he sees them improve their skills. It's a further feeling of accomplishment when CCC graduates want to move up to the next level by attending our autocross events. It's like sparking a flame; our volunteers open new doors to appreciating these cars—and driving them the way it was intended.

So, readers, I encourage you to take the next step and kick your BMW CCA membership up a notch. Just come out for some pizza at one of our board meetings—at least once. How about the next one? Consider it a GGC pilgrimage! Even if you don't get the urge to volunteer, you'll at least get dinner, and I guarantee at least one good laugh.

Giving back to an organization that gives you so much joy can turn a great club into an exceptional one.

—Jared Petrie **GGC**



By Jared Petrie, Secretary

AND THE NOMINEES ARE....

2013 GGC Board elections are coming up soon! You're part of what makes our chapter one of the best in the BMW CCA—so why not join the management team? Just nominate yourself for one of the board positions listed. A description of each position can be found on the website at ggcbmwcca.org>About GGC>Chapter Overview in the Operations Manual PDF.

Let's put your talent to work! Send your nomination and a short candidate statement to GGC Secretary Jared Petrie at secretary@ggcbmwcca.org, **no later than October 19, 2012**. Remember, you are the Golden Gate Chapter! We're nothing without our volunteers—but with them, we're the greatest chapter in the USA. Let's put new blood and fresh ideas on the board—and keep Golden Gate the best in the West!

- **President**
- **Vice President**
- **Secretary**
- **Treasurer**
- **Membership Chair**



Find the Ops Manual here

BIG KIDS GO KART RACING

GGC finishes eighth in first annual Bay Area Car Club Challenge at Le Mans Karting.



By David Killion

Photos by Richard Jamin

Le Mans Karting invited the Bay Area car clubs to compete against each other in a wheel-to-wheel team-enduro race in June. Which car club has the fastest drivers?

The format pitted thirteen teams against each other—five drivers per team—in a two-and-a-half hour continuous race, with nine required hot-pit driver changes per team. There was a random draw for kart choice, with one replacement kart allowed for each team, in case of mechanical failure during the race. The track was an extended configuration, which combined the indoor surface (slick) and outside asphalt surface (high grip), making it somewhat technical by indoor-karting standards.

The Golden Gate Chapter showed up with ten competitors. This enabled us to field two teams: the ///M team, consisting of those of us with a competitive streak (Brock Parsons, Canyon Chan, David Killion, David Kirjassof, and Jerry Wilkins); and a GT team, grouping the less-experienced kart racers (Brent Crowder, Gage Killion, Jeff Cowan, Ricardo Jamin, and Tyler Parsons).

A practice session gave us the opportunity to streamline our driver-change procedures. Once the practice and qualifying

sessions were over, it was time to get in race mode. The F1-style standing start of race saw the green flag drop at 10:30 a.m.. Having thirteen karts all starting at the same time made for a crowded track, and everyone did a great job just to keep from getting spun out by the scrum.

Nearly every team had a problem at some point in the race, and the ///M team was no exception; a complete kart change was required due to a flat tire, which unfortunately resulted in losing two laps to the leaders. Hopping into the new kart, the first driver realized that it had a different style harness. So all of our driver-change practice and experience went out the window, and we had to learn a new system in the heat of the race. Ultimately, the belt situation stung us: We were black-flagged when the harness came loose, and we lost another lap.





Although we fought hard for sixth position for most of the race, when the checkered flag waved at 1:00 p.m. the //M team was relegated to eighth. There is no denying that we expected greatness of this BMW-roundel-clad crew, but we fell short of an anticipated podium finish.

The GT Team had different challenges, including a rough-driving penalty. Ultimately, the GT team brought up the rear of the field—but all of them were awarded gift cards to come back and get some practice.

While it was only our first endurance outing, we represented the BMW brand in style; we drove clean—with a few notable exceptions—and we had an absolute blast fighting in mid-pack against some very quick teams. And we recognized one area where we needed improvement: weight management. These indoor-karting endurance events are not capable of equalizing weight for all competitors, so it is basically a run-what-you-brung type event—and, if I'm honest, what I brung was many years of bacon cheeseburgers wrapped around my waist.



The athlete of our team, Canyon, ripped off a nice 33.76-second lap, which was very competitive. But while my not-so-sporty 210-pound frame works well in a 3,200-pound M3 at Thunderhill, a 250-pound go-kart is at a significant disadvantage trying to pull my weight around; I was nearly a full second off Canyon's time! I recognize that the solution lies in taking a couple of detours to the gym instead of Jack-In-The-Box on the way home from work.

Congratulations are due the Audi, EVO, and Tesla teams on their podium finishes; there was no arguing that these teams were the quickest of the bunch. But we'll be back; the event was so much fun that we're already planning for next year's race. We're sure that by then the BMW CCA crew can displace one of those teams on this year's podium, with a small bit of training, organization—and weight management. **GSC**

Go Karting!

Please contact either Canyon Chan (canyonchan@yahoo.com) or David Killion (david.killion@killiontech.com) to put your name on the notification list for indoor-karting practice events with the team, and to get on the roster for future events. Anyone with a driver's license, or even kids that complete a training class, can compete!



Back row standing, from left: Canyon Chan, Brock Parsons, Jeff Cowan, Jerry Wilkins, Brent Crowder, Gage Killion. Front row, from left: Ricardo Jamin, Tyler Parsons, David Killion, David Kirjassof.

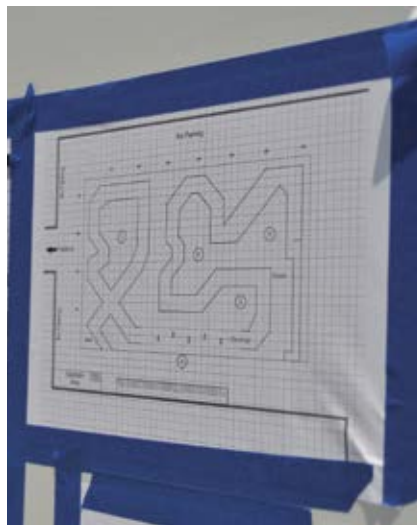
FINAL RESULTS AUTOCROSS #3: JUNE 2, 2012

Photos by Don Louv



Place	Car	Name	Car	Points	Adj Time	Points Earned
Gonzo Class (Points Adjusted Times)						
1	116	Dave Dunwoodie	1997 M3	90	47.623	20
2	47	Hal Dorton	1997 M3	99	47.957	15
3	76	Ryan Rich	1987 325is	105	48.238	11
4	501	Eric Cheung	2002 M Coupe	107	48.276	8
5	280	Stephen Kolesar	1986 325es	86	48.782	6
6	74	Diane Dorton	1997 M3	99	49.803	5
7	14	Matthew Visser	2008 135Cic sport pkg	87	49.862	4
8	190	Brian Shadle	2009 135i Coupe	82	50.35	3
9	761	Matt Rich	1987 325is	105	51.811	2
10	127	Don Van Nortwick	2006 Z4 M	80	52.005	1
AAA Class						
1	788	Justin Tsang	1995 325i	76	48.976	20
2	99	Daniel McCormick	2004 M3 Cabrio	76	49.361	15
3	113	Charlie Davis	1994 325is	75	49.39	11
4	887	Mack Tsang	1995 325i	76	49.393	8
5	6	Jeff McCormick	2004 M3 Cabrio	76	49.815	6
6	85	Jack Yu	2003 M3	78	49.825	5
7	92	Chris Webber	1991 325i	76	50.603	4
8	8	Rodger Ball	2003 M3	76	50.778	3
9	616	John Ehni	2006 M3	77	51.485	2
10	339	Baron Garger	1998 M3	79	51.495	1
AA Class						
1	211	Eric Lam	2011 Cooper S	68	48.611	20
2	2	Brian Cheung	1999 M3	69	48.901	15
3	86	Jeff Roberts	2005 330Ci ZHP	65	50.553	11
4	43	Ronan OMahony	2001 M Coupe	66	50.856	8
5	276	Michael Kolesar	1990 325i	68	50.934	6
6	89	Ken Garcia	1987 325is	65	51.316	5
7	470	Daniel Fortner	2008 M3 sedan	60	51.523	4
8	221	terrance seto	2011 M3 sedan	60	51.831	3
9	362	Patrick Burke	2005 M3	64	52.824	2
10	811	Nick Li	2005 M3	68	53.005	1
11	46	Stefano Canu	2011 M3 sedan	60	53.671	0
12	220	Erica Seto	2011 M3 sedan	60	57.696	0
A Class						
1	54	Paul Berton	1999 M3	59	49.288	20
2	12	James Keane	2005 M3	58	50.294	15
3	327	Christian Duvivier	1999 Z3 Coupe 2.8	49	50.803	11
4	356	paul brancato	2003 M3	59	50.892	8
5	809	Brad Vaughan	2005 M3	58	51.283	6
6	18	Rob Powers	1999 M3	59	51.303	5
7	55	Howard Yao	1988 M3	56	51.382	4
8	62	Helmut Meisl	1995 M3	59	53.211	3
9	95	Ratko Jagodic	2003 Z4 2.5i Sport	50	53.544	2
10	56	Cliff Oates	2002 330Ci Sport	59	54.237	1
11	313	ricardo jamin	1997 M3	58	54.671	0
12	52	Nick Gerstner	2003 M3	58	54.923	0
13	147	John Kilcline	1998 M Roadster	57	56.243	0
14	67	Charles Burke	2006 M3	58	56.269	0

B Class						
1	180	Michael Jurewitz	2011 335d Sedan Sport	49	53.76	20
2	334	Michael Costa	2008 335i Sedan Sport	47	54.619	15
3	901	Nate Hinman	2003 330i ZHP	43	54.809	11
4	417	Tim Uptegrove	2011 335is Coupe	48	54.994	8
5	801	Shehan De Silva	1989 325i	49	55.131	6
6	537	Jerome Bragdon	2008 MINI Cooper S	44	55.405	5
7	96	Douglas Shirachi	2004 330Ci Sport	49	55.665	4
8	271	Bob Dooley	2008 135i Coupe	49	56.061	3
9	650	Dan Sartori	2006 650i Coupe	45	56.363	2
10	28	Eric Yip	2001 330Ci Sport	46	56.812	1
11	808	Colin Morrison	2008 550i	41	58.444	0
C Class						
1	624	Don Louv	2011 128i Coupe	38	53.229	20
2	413	Henry Loh	1991 318is	30	53.723	15
3	151	Brock Parsons	2003 330xi Sport	36	54.1	11
4	66	Paul Oeschger	2006 MINI Cooper	37	55.435	8
5	213	Tyler Parsons	2003 330xi Sport	36	55.444	6
6	219	Eric Ries	2001 330i	36	56.763	5
7	141	Charles Kaehler	1998 328i	35	59.06	4
8	111	Daniella Crownover	1997 Z3 1.9	29	61.993	3
9	389	Al Kaehler	1998 328i	35	64.941	2
X Class						
1	125	Mark Mervich	1990 Van Diemen RF90	0	44.869	0
2	1	Praneil Prasad	2000 Honda S2000	0	47.744	0
3	122	Craig Northcutt	1997 Mazda Miata STR	0	49.287	0
4	762	Paul Nugent	1987 325is	0	50.446	0
5	15	Tony Wong	2011 M3 convertible	0	51.068	0
6	121	Lee Northcutt	1997 Mazda Miata STR	0	51.094	0
7	701	Brendan Crooks	2003 Honda S2000	0	51.795	0
8	287	Can Sar	2006 Mazda 3	0	52.062	0
9	303	Art Cervantes	1997 Mazda Miata	0	52.181	0
10	117	Tony Lin	2003 Hyundai Elantra	0	52.693	0
11	790	Peter Mahoney	2005 Honda S2000	0	52.759	0
12	902	Rylan Hazelton	Cadillac CTS-V	0	53.143	0
13	900	Jeff Eikenberry	2006 Chevrolet Corvette	0	53.217	0
14	88	Nate Shapiro	2001 Honda S2000	0	53.382	0
15	19	Tom O'Neill	2007 Mazda Miata MX-5	0	55.187	0
16	167	Leon Han	2007 Mazda MX-5 Miata	0	56.157	0
Top Adjusted Times (Top Driver Shootout Formula)						
Place	Name	Car	Time			
1	Paul Berton	1999 M3	46.182			
2	Eric Lam	2011 MINI Cooper S	46.23			
3	Brian Cheung	1999 M3	46.582			
4	Christian Duvivier	1999 Z3 Coupe 2.8	46.822			
5	James Keane	2005 M3	47.047			
6	Justin Tsang	1995 325i	47.196			
7	Charlie Davis	1994 325is	47.517			
8	Daniel McCormick	2004 M3 Cabrio	47.567			
9	Mack Tsang	1995 325i	47.598			
10	Dave Dunwoodie	1997 M3	47.623			



SAN JUAN VALLEY TO POZO

By Dennis Harrold

Z3s, plus an early 1970s 3.0CS coupe—very original and looking good in black. Glen invited them to join us at the public park. The CPMCA group had a different route planned, but the CS coupe decided to join us for the day.

Our fourteen-car train set off with Dave Bundy leading the way in his Dinanized 335i. I chose to be the caboose, in case anyone missed a turn heading out of Santa Margarita on State Route 58 to the junction with SR 229. I had a swing-by stop scheduled to see my daughter in Atascadero, so I left the group at SR 229 and I continued east on 58 for a few miles, taking the much faster

O'Donovan Road to Creston. I arrived just ahead of the tour on the very twisty SR 229, although I did exceed the posted limit a wee bit.

From Creston, the group took scenic SR 41 to SR 46, the primary route from the Central Coast to Interstate 5. There was traffic on 41, but overall, it was a decent drive through Shandon, where Centre Street leads to the junction with SR 46. A photo stop and a stretch at Red Cedar Cellars was next, before heading the final seven miles east to Bitterwater Road.

This is a new trail for us; it spans 31 miles from SR 46 back to SR 58. The northern section is the most interesting, with some challenging corners and unusual elevation changes. Indeed, there is a section where the pavement has risen up in odd ways, as though a fault line existed nearby—which it does: none other than our legendary San Andreas Fault, which parallels the northern half of Bitterwater Road.

I can personally vouch for the veracity of those rough-road warning signs! During a March pre-run, I was a bit too frisky there, and the rear wheels caught a bit of air for



The hottest day in April found our group of San Luis Obispo-region

members exploring the San Juan Valley, 30 miles east of Atascadero and Paso Robles. The Pozo Saloon—often suggested as a lunch stop—prompted our route north from Santa Margarita to State Route 46, then south via Bitterwater Road back to Pozo for lunch.

Our new starting point for northern tours is the public park in Santa Margarita, where SR 58 heads east toward Pozo. Just as we started the drivers' meeting with the regular crowd, Glen and Laura-Lee Parks pulled in, followed by a half-dozen cars we hadn't seen before. When this big group of Bimmers rolled in, my sensory-overload indicator lit up: Holy Bat-Chute, we had twenty cars gathered!

The Parks had noticed this group of BMW drivers, poised for a run, when they stopped at the car park just off Highway 101. The fresh faces belonged to the Cal Poly Motor Car Association, formed at the college in 2010 and dedicated to driving and promoting interest in fine automobiles. Among their machinery were BMW M3s,



an instant. Caution in that area was strongly advised at the drivers' meeting!

Unfortunately, there was a slight hiccup when our tour caught up with some slow-moving motorcycles. Half of us were able to pass, but the second wave got stuck for a few miles, and then missed a fork where Bitterwater Road heads south and Bitterwater Valley Road continues east to Blackwell Corner. They realized their error quickly, however, and turned around to rejoin the others, who had pulled over to wait.

Meanwhile, the slow, but steady, Harley contingent had moved ahead of them again. Fortunately, when our hot-shoes achieved *blau mit weiss* touring speed, the noisy hogs were finally dispatched for good.

The southern half of Bitterwater is best described as high-plains cruising: very scenic and pastoral, but pretty much a straight line—definitely a good place for a burst of speed. The group continued to SR 58 and turned west for the 29-mile run to the Huer Huero turnoff. This is a nice stretch of rolling hills and fast turns, ideally suited for a closed-course timed run—with the help of the CHP, of course.

Speaking of which: By this time I was heading east from Santa Margarita to meet our troop. At the 58-229 junction, I saw a lone Z3 roadster (not from the Cal Poly group or ours) well off the road, with its front clip severely deranged. It wasn't crunched, but it looked as though it had run off into the sagebrush at speed. A very large CHP officer was on the scene, looming over the BMW and sizing things up, while the young driver did his best to look calm. Due to a recent encounter with our heroes in beige, I decided against doing my Tom Joad bit from *The Grapes of Wrath*: "Wherever a BMW driver is in trouble, I'll be there!"

Good luck, buddy. I gotta go.

I continued on 58 to Huer Huero and waited for the group, and soon they crested the hill from the east. After a photo break, we started on our final leg, following Huer Huero to Park Hill, which eventually becomes Pozo Road. I took the lead and we had a nice run—free of traffic and cyclists—arriving at the Pozo Saloon in a spritely 30 minutes

The Pozo Saloon is best known for hosting big-name musical acts such as Willie Nelson, Dwight Yoakum, Snoop Dog, and the Black Crowes. It first opened in 1858, and is very rustic with air-conditioning by Mother Nature. So a "hot time" is guaranteed when the thermometer nears the three-digit mark—not unfamiliar in Santa Margarita. They are open weekends only, and begin serving at 11:00 a.m..

It wasn't a good omen to arrive to a full parking lot. We were very hungry and thirsty after nearly three hours at the wheel in 90° heat. The saloon had been contacted several times about our sizable group, but their policy is to do the best they can with the staff on hand. We braved the wait and eventually enjoyed a very tasty meal, but it took nearly 90 minutes for the last of us to be



served. I would go there again when there is the opportunity for a beverage or two while waiting for the food.

All things considered, it was a successful day, exploring a new route suitable for sporting drives—or an alternative route to Buttonwillow Raceway. And last, but not least, I'd like to offer a hearty thank-you to Dave Bundy for heading up the tour. **GGC**



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** CAL 956



June 21, 2012

By Eric Ries, Social Director

Board members in attendance: Donna Seeley, President; Tamara Hull, Treasurer; Ian Dunn, Membership Chair; Canyon Chan, Member-at-Large; Rodger Ball, Member-at-Large

Board members not in attendance: Kelly Collins, Vice President; Jared Petrie, Secretary

Guests: Ryan Rich, Mary Sandkohl (East Bay area rep), Mark Mervich, Hernan Pelassini (technical-session coordinator), Eric Ries (social-events coordinator)

Meeting called to order at 7:10 p.m.

May minutes approved via email.

Next meeting scheduled for 7:00 p.m. July 19 at the Laurelwood shopping center Round Table in San Mateo.

Driving Events: Hull

Autocross: Roberts

- We're not selling out events, but they're going well
 - We have been marketing autocross at Cars 'n' Coffee, Craigslist, etc...
 - We're seeing positive discussions about autocross events on local forums
- Test & Tune is next event
- The parks department is sweeping Candlestick more often to remove gravel.

Car-control clinics: Chan

- The trophies for most outstanding student from each group at CCC were a big hit!
- Street Survival school scheduled for July 28

- SF Parks & Recreation donated the use of Candlestick—thank you!

Driving schools: Hull

- Next high-performance driving school is in November at Thunderhill
- No BMW CCA Club races this year

Treasurer's report: Hull

- Our account is down a bit, but we've been investing in the truck and trailer upkeep.

Membership report: Dunn

- 4,250 members and associates—a slight decline
- Still sending postcards
- Need to start working on new annual membership guide, including seeking sponsors
 - Membership-guide content assignments
 - Roberts: autocross
 - Collins: high-performance driving schools
 - Chan: car-control clinics
 - Dunn: driving tours

Social events: Ries

- Paula Williamson did an excellent job at the Sonoma Historics with our corral
 - Best corral at the race!
- Cars 'n' Coffee is going really well
 - On average, about 30 members show up
- Canceled Dyno Day due to no sign-ups, but plan to reschedule at a later date

Technical sessions: Pelassini

- Still have July 22 reserved for a tech session, but no event decided on yet.
- Edge Motorworks' open house will be at the Mountain View location when they open it this summer.

Motion by Hull to add Jeff Roberts to board as an additional Member at Large

- Seconded by Canyon Chan; all in favor, pending confirmation of bylaws.
- Yes! Congrats, Jeff!

Meeting adjourned at 8:50 p.m. **GGC**

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John	Britton	Lafayette	
Sidney	Chan	San Ramon	
Jerome	Chua	Dublin	
Peter	Deocares-Lengyel	Clayton	
Anthony	Domingo	San Francisco	
Adam	Donovan	San Mateo	Luis Martinez
Sean	Foran	Antioch	
Denis	Gladkov	San Francisco	
Anders	Haglund	Mountain View	Edward Voas
Terri	Hall	Half Moon Bay	
Rylan	Hazelton	Santa Cruz	
Michael	Hermanto	Mountain View	
Matt	Hines	Foster City	
Nate	Hinman	Menlo Park	
Ron	Hopkins	San Jose	
Harold	Huskins	Lafayette	
Jon-Michael	Johnson	San Francisco	
Vsevolod	Kamysenko	Emerald Hills	
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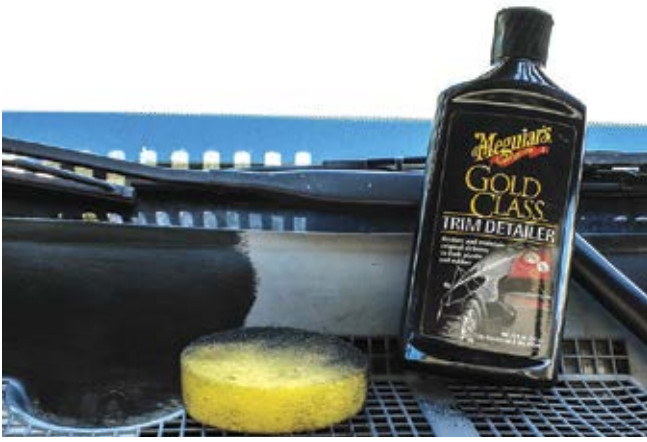
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STOP USING SHOE POLISH ON YOUR CAR'S TRIM

One of the many highlights of attending the annual BMW Festorics event in August is the array of vendor booths lining the dry lakebed area during the Rolex Monterey Motorsports Reunion. It can be overwhelming, but I always make an effort to find one particular vendor: Meguiar's Care Care products.

Why do I make a beeline there, you ask? Because Meguiar's makes a wide spectrum of products; imagine every one of their car-care products lined up on the shelves—plus a discount of 25% to 50% off retail prices! Needless to say, I tend to stock up—to the point of having doubles of waxes, polishes, and quick detailer. For a car-care nut, it's never bad to have reserve supplies on hand!

One of my favorite products is Meguiar's Gold Class Trim Detailer gel. It's specifically formulated for rubber and plastic exterior and interior trim. I use it primarily for the notoriously sun-grayed exterior side trim and plastic pieces on my E36 M3. Trim Detailer will bring UV-faded plastic back to a glossy, rich black (see photo).

Application and results are fairly straightforward: Clean the area you'd like to treat. Apply a small amount of detailer gel to an applicator—I use a small detailing sponge—then apply it to trim piece you wish to restore. The product also helps remove unwanted contaminants and wax residue. Even with stubbornly-faded trim (like my windshield-wiper cover), Meguiar's Trim Detailer can bring back the black luster, leaving the trim looking brand-new.

In good weather, the detailed plastic retains its glossy luster for about six to eight weeks. Rain or washing will break down the gel coating, however, and while your trim is still protected, it will lose its sheen. I'd estimate that I apply the Trim Detailer six or eight times a year. Count on using it after every car wash if you want to maintain that wonderful, eye-catching glossy look.

In short, if you're tired of faded-out trim on your BMW, then when you're attending the BMW Festorics at Laguna Seca for the Motorsport Reunion races in August, it's worth finding the Meguiar's tent and doing a little beauty-supply shopping! **GGC**

Price: \$8.99 (suggested retail price at most automotive stores)



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.

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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.

V1's WARNING OF A NEW BOGEY. "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.

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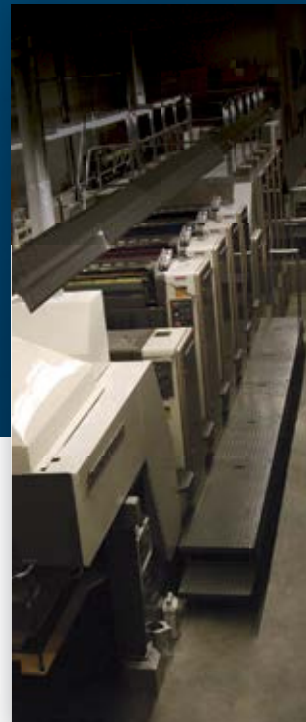
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