

die flüsternde bombe

October 2011



This issue:

Monterey Classic Car Weekend
335i Suspension Upgrade Project



yelp  5 STAR RATING

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BMW Car Club
of America
Golden Gate Chapter



On the cover

Tom Graham's unrestored BMW 328 drew more attention than its pristine stablemates at the Legends Of The Autobahn.

Photo: Dave Reynolds

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

1969-2011: Celebrating 42 years
of BMW enthusiasm in the Golden
Gate region.

CHAPTER INFORMATION

Board Members

GGC BOARD Board@ggcbmwcca.org
PRESIDENT Donna Seeley, President@ggcbmwcca.org
VICE PRESIDENT Kelly Collins, VicePresident@ggcbmwcca.org
SECRETARY Aleksey Kadukin, Secretary@ggcbmwcca.org
TREASURER Tamara Hull, Treasurer@ggcbmwcca.org
MEMBERSHIP CHAIR Ian Dunn, 253 797-0273, MembershipChair@ggcbmwcca.org
MEMBERS-AT-LARGE Roger Ball, Canyon Chan

Event Staff

CHIEF DRIVING INSTRUCTORS Billy Maher, 707 546-5572
 Peter Vinsel, TrackSchools@ggcbmwcca.org
CHIEF STEWARD Jeff Stowe
TRACK SCHOOL PROJECT MANAGER Kelly Collins, TrackSchools@ggcbmwcca.org
DRIVING EVENTS COORDINATOR Tammi Hull, DEC@ggcbmwcca.org
CHIEF SCRUTINEER Ramon Le Francois, 408 956-1662
CAR-CONTROL CLINIC COORDINATORS Canyon Chan, Grant Low, Mark Magee, and
 Paula Williamson: CarControl@ggcbmwcca.org
AUTOCROSS COORDINATOR Rodger Ball and Jeff Roberts, Autox@ggcbmwcca.org
AUTOCROSS CAR CLASSIFICATIONS Daniel McCormick, AutoxClassify@ggcbmwcca.org
TECHNICAL SESSION COORDINATOR Aleksey Kadukin, TechSessions@ggcbmwcca.org
BMW FESTORICS COORDINATORS Linda Axelson and Jeff Cowan, Festorics@bmwcca.org
SOCIAL EVENTS DIRECTOR Mike Zampiceni, SocialDirector@ggcbmwcca.org
CHARITABLE EVENTS COORDINATOR Joe Fant, CharitableEvents@ggcbmwcca.org

Bombe Team

EDITOR-IN-CHIEF Kelly Kirkland, 650 400-9300, Bombe@ggcbmwcca.org
ADVERTISING MANAGER Percy Chow, 925 323-4844 Cell, 925 215-3547 Off, Advertising@ggcbmwcca.org
REGULAR CONTRIBUTORS Jonathan Bush, Percy Chow, Dennis Harrold, Aleksey Kadukin

PRINTING

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

Communications Team

COMMUNICATIONS MANAGER Kelly Collins, CommMgr@ggcbmwcca.org
WEBMASTER Kris Linquist, Webmaster@ggcbmwcca.org
GRAPHIC DESIGN Percy Chow, www.percydesign.com

Area Representatives

NORTH BAY Paula Williamson, 707 695-3998, NorthBayRep@ggcbmwcca.org
SAN FRANCISCO Ian Dunn, 253 797-0273, SFAreaRep@ggcbmwcca.org
EAST BAY Mary Sandkohl, 510 530-4871, EastAreaRep@ggcbmwcca.org
PENINSULA Ken Glidewell, 650 799-8212, PeninsulaAreaRep@ggcbmwcca.org
SOUTH BAY Kris Linquist, 408 392-0890, SouthAreaRep@ggcbmwcca.org
MONTEREY BAY AREA Mark Radovan, 831 421-0519, MontereyAreaRep@ggcbmwcca.org
SAN LUIS OBISPO AREA Dennis Harrold, SLOAreaRep@ggcbmwcca.org

BMW CCA Pacific Region VP

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

MAGAZINE AD RATES PER MONTH:

| Commit to: | 1 issue | 2-3 issues | 4-7 issues | 8-10 issues |
|--|---------|------------|------------|-------------|
| 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/imo. | | | | |
| 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.

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 *Roundel* magazine and a newsletter from their local chapter, or from a chapter of their choice. The Golden Gate Chapter is one of the largest chapters in the BMW CCA with over 4,300 members.

For a new membership or to renew an existing one, please call toll free 800 878-9292 or visit www.bmwcca.org. 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.



Well, since the last time I wrote for this column, a lot has happened! We've had two amazing corrals at Laguna Seca, supporting the Grand-Am races in July and the ALMS races in September. We had a driving school at Laguna Seca in June. We've had autocrosses, a car-control clinic, tours, tech sessions, Festorics, board meetings, comedy night, wine-tastings, and lots of eating! We're definitely a Club that likes to drive and have fun!

But do we have enough events to satisfy all of our members? We're never sure. One event idea that I've been kicking around for a few years is a Bimmerfest-like event, but to be held in the Bay Area. It wouldn't be focused on the bling, it would be focused on the *cool*. I'm looking for a way to kick-start this concept into being.

We used to have an E30 M3 gathering every year, but that died out as fewer and fewer of those M3s remained in the area (I've still got my two!). Other events have sprung up in the last few years, like the Puget Sound Chapter's E30 picnic. It's now the largest gathering of E30 3 Series in the world. Doesn't this sound like something we could try in our area?

The SoCal Vintage BMW group (socalvintagebmw.com) started holding monthly Southern California get-togethers, and they also have a big annual meet—very cool. This year's meet is in Van Nuys on October 29, and I'll be there! The East Coast has their gala—originally Vintage At The Vineyards, and now just called The Vintage—which also sounds really intriguing: BMWs and wine.

The key to the success of all of these events is that they have a short time span—one to two days—and they're very inexpensive (if not free) for spectators and attendees. You might choose to buy a commemorative event T-shirt or a lunch (one event uses food trucks—brilliant!), but otherwise the event costs are covered by sponsors.

My problem is that I get these ideas for events, but I'm just too busy with the rest of my life and my duties with the Club to find the time to bring them to fruition all by myself. I would love some equally enthusiastic members to join me in this quest.

Recently Jeff Roberts, our autocross chair, told me about some E30 folks who were interested in doing a gathering of E30s with an autocross included. This is something Jeff is interested in pursuing, so I told him about my vintage/E30/Bimmerfest-Lite event idea. We decided that we needed to form an exploratory committee to see if we could put something like this together for the 2012 calendar.

If you have the interest, or more ideas on this concept, we want you on our team! We especially need people who are active on forums and can help spread the word once we decide what we're doing. So if you're interested, please contact me at treasurer@ggcbmwcca.org and let me know. I'm eager to hear from you!

There is a bigger team that can use your help, too. That's our GGC Board—the rudder that steers this big ship of 4,300 Club members and associates. If you have a great time at the chapter events and like the people you meet, then being part of the Board just might be for you. These are people who really care about enriching the Club experience for our members, and do so by carving out a little time each month to make a difference. It's all about making a contribution, and it makes you feel good—so why not sign up for a Board position and get to know a great bunch of volunteers? **GGC**



By Tammi Hull, Treasurer

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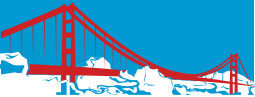
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CALENDAR OF EVENTS

» OCTOBER

- Oct 1 Lost Coast Tour** **GG Chpt**
Lost Coast, CA Paula Williamson
www.ggcbmwcca.org NorthAreaRep@ggcbmwcca.org
- Oct 10-16 *BMW CCA Oktoberfest** **BMW CCA**
Barber Motorsports Park, Birmingham, AL National Office
www.bmwccaofest.org stevens@bmwcca.org
- Oct 15 Board Meeting** **GG Chpt**
Mimi's Café, Foster City Donna Seeley
www.ggcbmwcca.org president@ggcbmwcca.org
- Oct 15 Car Control Clinic** **GG Chpt**
Marina Municipal Airport, Marina CCC Team
www.ggcbmwcca.org CarControl@ggcbmwcca.org
- Oct 16 Autocross** **GG Chpt**
Marina Municipal Airport, Marina Rodger Ball & Jeff Roberts
www.ggcbmwcca.org autocross@ggcbmwcca.org
- Oct 22 Parkfield Tour** **GG Chpt**
Arroyo Grande, CA Dennis Harrold
www.ggcbmwcca.org SLOAreaRep@ggcbmwcca.org
- Oct 29 Tire & Wheel Tech Session** **GG Chpt**
Aleksop, Fremont Aleksey Kadukin
www.ggcbmwcca.org TechSessions@ggcbmwcca.org

» NOVEMBER

- Nov 5-6 Thunderhill Driving School** **GG Chpt**
Thunderhill Raceway Park, Willows Kelly Collins
www.ggcbmwcca.org TrackSchools@ggcbmwcca.org
- Nov 5-6 Club Race at Thunderhill Raceway** **GG Chpt**
Thunderhill Raceway Park, Willows Tamara Hull
www.ggcbmwcca.org treasurer@ggcbmwcca.org
- Nov 12 Top Driver Shootout** **GG Chpt**
Marina Municipal Airport, Marina Matt Visser & Kris Linquist
www.ggcbmwcca.org autocross@ggcbmwcca.org
- Nov 17 Board Meeting** **GG Chpt**
Round Table Pizza, San Mateo Donna Seeley
www.ggcbmwcca.org president@ggcbmwcca.org

» DECEMBER

- Dec 17 Board Meeting** **GG Chpt**
Mimi's Café, Foster City Donna Seeley
www.ggcbmwcca.org president@ggcbmwcca.org

* Indicates a regional or national Club event

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

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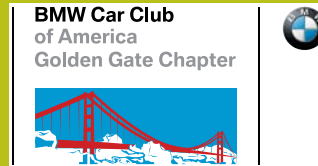
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WE WANT YOU

to serve on the Golden Gate Chapter Board!

2012 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 below. A description of each position can be found in the Operations Manual posted in the "About" section of the GGC website.

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



Let's put your talent to work! Just send your nomination and a short candidate statement to GGC Secretary Aleksey Kadukin at secretary@ggcbmwcca.org no later than **October 19, 2011**.

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!



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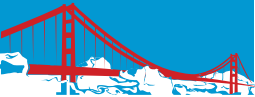


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ANNOUNCEMENTS

2012 CARS OF GGC CALENDAR

October 15 submission deadline

Donna Seeley, CarsOfGGC@gmail.com

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!

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.

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

OCTOBER BOARD MEETING

Saturday, October 15, 11:00 a.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!

Most even-numbered-month meetings are held on Saturdays at 11:00 a.m. at Mimi's Café, 2208 Bridgepointe Parkway, Foster City.

Most odd-numbered-month meetings are held during the week at 7:00 p.m. at Round Table Pizza, 1304 W. Hillsdale Blvd., San Mateo.

Thursday, November 17: Round Table Pizza, San Mateo

Saturday, December 17: Mimi's Café, Foster City

CAR-CONTROL CLINIC: SOLD OUT!

October 15, 8:00 a.m.–5:30 p.m.

Marina Airport, Marina

CCC Team, CarControl@ggcbmwcca.org

If you missed out on signing up for this extremely popular event, keep your eye peeled for the 2012 calendar of events. These car-control clinics are a prerequisite for all first-timers (with no previous on-track driving experience) who plan to attend our high-performance driving schools.

Come out and watch or volunteer to see what the excitement is all about!

GGC AUTOCROSS

October 16, 8:00 a.m.-5:00 p.m.

Marina Airport, Marina

Rodger Ball and Jeff Roberts, autocross@ggcbmwcca.org

www.bmwautocross.com

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

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

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

We no longer accept on-site registration. 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.

2011 Season Dates:

November 12 @ Marina (Top Driver Shootout)

PARKFIELD TOUR

October 22

1st location @ 9:30 a.m.: 800 block Oak Park Blvd, Arroyo Grande (parking lot near Ross and OSH)

2nd location @ 10:30 a.m.: San Miguel Mission, 775 Mission Street, San Miguel

Dennis Harrold, SLOAreaRep@ggcbmwcca.org

Our destination is Parkfield for lunch at the V6 Ranch Grill. We will meet at 9:30 a.m. in the parking lot near



Bill Arnold
415 459 BMWS
(2697)

Bill Arnold Independent BMW Service

68-D Woodland Avenue
San Rafael, CA 94901

Ross and OSH on Oak Park Blvd, also the site of the Donut Derelict weekly car show.

The caravan will head to San Miguel to meet up with those who want to come down from the north. We'll meet at the San Miguel Mission at 10:30 a.m.. From there we will enjoy an hours drive on the back roads east of San Miguel to Parkfield for lunch.

The second leg of the day will take us south to Highway 46, then Highway 41 to Creston, and Highway 229 back to Santa Margarita.

TIRE MOUNT-AND-BALANCE TECH SESSION

When: October 29, 10:00 a.m.

Where: Alekshop, 44384 S. Grimmer Blvd, Fremont

Join us for the session that will explain and demonstrate the correct way to mount and balance tires for your BMW! We will learn the difference between traditional wheel balancing and the Road Force Balancer method with SmartWeight technology. As a bonus, the shop will display a very special BMW equipped with an ESS supercharger system. Feel free to bring your questions about adding extra horsepower to your car, and about modifications that will help connect your car to the road!

The attendance is limited by 25 persons. Registration will be open soon at Motorsportreg.com

THUNDERHILL DRIVING SCHOOL

November 5-6

Thunderhill Raceway Park, Willows

Kelly Collins, TrackSchools@ggcbmwcca.org

Come learn the art of high-performance driving at our Thunderhill driving school! It's a great place for both first-timers and experienced drivers alike.

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.

Watch the website for registration info and more details, coming soon.

CLUB RACE AT THUNDERHILL RACEWAY

November 5-6

Thunderhill Raceway Park, Willows

Tamara Hull, treasurer@ggcbmwcca.org

Come enjoy the thrill of watching wheel-to-wheel racing!

This event will be combined with our driving school, so you can show your support for our Club racers when not on track yourself.

TOP DRIVER SHOOTOUT

November 12, 8:00 a.m. –5:00 p.m.

Marina Municipal Airport, Marina

Rodger Ball and Jeff Roberts, autocross@ggcbmwcca.org

The Top Driver Shootout is an invitation-only event for drivers who have attended at least three autocross events in our 2011 season. The event is limited to 60 participants; if we cannot fill the event with drivers who qualify, we will invite non-qualifiers to participate. The Top Driver will be awarded the Fechner Cup.

GGC FACEBOOK PAGE

Thank you to everyone who "likes" the Golden Gate Chapter BMW CCA on Facebook! At this point, there are 1,026 of you—and the numbers keep growing! Our Facebook page can help you to stay up to date on the latest chapter happenings: news, social events, and driving events.

Not on board yet, but want to be? Find us at www.tinyurl.com/GGC-BMW-CCA-fan.

CHAPTER MERCHANDISE

It's time to stock up on eco-friendly hoodies, shirts, and caps with the GGC logo to show everyone your chapter pride! Our two stores also have chapter stickers, mugs, mouse pads, license-plate frames, and bags. Don't forget to pick up the latest edition of the Cars Of GGC calendar, too! Visit our merchandise and apparel stores at cafepress.com/ggcbmwcca and <http://ces.landsend.com/BMWCCA-GoldenGate>.

BMW COLLECTABLES



Looking for some cool, historic BMW-related paraphernalia to fill out your collection? The BMW CCA Foundation's online store is filled with temptations for you. They now have over 230 different BMW brochures listed—both cars and motorcycles.

Be sure to check out all the other great items in the store. They are still offering free shipping within the U.S., and they're constantly adding new items to the store, so check the site out often! www.bmwccafoundationstore.com.



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LEGENDS OF THE AUTOBAHN: The West Coast Summer Concours



By Dave Reynolds

Photos by Andrei Fenner and Dave Reynolds

The drive from San Jose to Carmel is characterized by golden hills, fields, mountains, and eventually the ocean. It's almost sad to call it a typical California drive, because that suggests that our vistas are unremarkable—simply because we see them all the time. The sky that morning, like most mornings in the Bay area, was overcast, but the beauty of the landscapes that I passed was not lost on me; I was happy with a day off work, hot Starbucks in my mug, and fast-flowing traffic in my lane.

I was headed for the Legends Of The Autobahn, which had its inauguration a year ago as a showcase for three German marques: BMW, Mercedes-Benz, and Porsche. Organized by the Central California Chapter of the BMW CCA, the event at Rancho Cañada Golf Course is a high-density display of German engineering!

The concours launches the BMW CCA Festorics, the Club's events held within Monterey and Carmel during the classic-car week held every August. The Monterey experience is a full week of car auctions, driving tours, art shows, concours, and vintage racing—which makes for some exceptional people- and car-watching on the streets! The week culminates in the Sunday Pebble Beach Concours d'Elegance, which showcases exceptionally well-maintained automobiles from around the United States and fourteen other countries.



The focus of Legends Of The Autobahn is the competitive concours, where cars are judged on factors such as cleanliness, quality of restoration, condition of the car's components, and faithfulness to the car's original condition. The winners of each of the competitive categories can be found in the sidebar.

I was about five miles north of California Highway 156 on 101 when I noticed a distinctive dark-green BMW a half-mile behind me in my mirror. I couldn't quite tell what it was, but I could make out its telltale BMW classic lines. Shortly after the gold Alpina decal on the front air dam became legible in my mirror, the handsome B7S Turbo Coupe 6 Series slotted into the left lane to pass me.

The owners of the B7S smiled and waved as they passed—perhaps in recognition of my BMWGEEK license plate or my BMW CCA decal. I suspected that we were headed to the same event. As they passed, I caught myself audibly expressing appreciation for the beauty of their car: “Yummm!”

I whispered more “yums” later as I walked the concours early in the morning gray. There was a gaggle of E30 M3s arranged in celebration of the model's 25th anniversary, a covey of Isettas, a pod of 2002s, and a pride of meticulously restored (and



one unrestored) pre- and post-war BMWs. Of course, there was the smattering of other BMWs spanning many years—and several models, as well. There was also a fair number of Porsches and Mercedes-Benz models to round out the sampling of German automotive craftsmanship.

At concours events, I tend to be attracted to the cars with a little age rather than fresh examples of contemporary BMWs, mostly because the newer models are what I see daily in the Bay Area. As I wandered around the concours while owners polished, cleaned, and brushed their cars to shiny perfection, there were four cars that caught my eye: the 1982 Alpina B7S Turbo Coupe that passed me on the way to Carmel (sitting near John Calvin's almost identical green B7S Turbo Coupe!), two 1988 M6s, and a 1966 2000CS—you could say I have a thing for coupes! Of the three models, I was most intrigued by the black 2000CS because I had never seen one before. Its styling was unique and compelling; I found myself looking over at it several times, no matter

It's one thing to see pictures of past BMWs, but having all these models concentrated in one place allows an attendee to absorb decades of history.

where I was on the concours. I wanted to talk with the owner, but left him alone to finish preparing his car prior to the towels-down deadline.

Meanwhile, I was able to meet Mark Robbins and his wife, the owners of the gorgeous Alpina B7S Turbo Coupe that had passed me so smoothly on C-156. When I asked about the car's story and how he had come to acquire it, Mark told me he had sustained a search specifically for the car on eBay. He wanted the Alpina because of the tuner's extraordinary reputation for enhancing the performance and accoutrements of BMWs. One of the rarest Alpinas of the 1980s, this B7S Turbo, with its 3.5-liter 330-horsepower motor, had first come into the U.S. via California, and had been in the state nearly a dozen years before it was purchased by a Canadian buyer. The car exchanged hands a few more times before Robbins secured the car on eBay, becoming the fifth owner. What appealed to him was that the car had been restored to completely original condition, and came with a distinctive





option: Recaro “C” Orthopedic leather seats that were a \$7,000 option—in 1982 dollars. And Robbins took delivery of the car a mere twenty hours prior to the Legends Of The Autobahn concours!

What I love about talking with BMW enthusiasts is their reaction when they talk about the handling of their cars. Usually, a wordless, knowing smile creases their faces, and there is a momentary pause, as if they were at that moment in the car, feeling the texture of the steering wheel, as if they were hearing the sonorous growl of the engine and sensing the car’s uncanny ability to connect them to the road.

After his smile spread across his face, Tom talked about how wonderful the Alpina is to drive. He admitted it’s a bit finicky, because its performance is affected by altitude and weather. Nevertheless, when the turbo spools up—after what seems like a couple of seconds—your speedo is suddenly showing 110. It’s a joy to drive, but if you put your foot into it too much, you can’t expect more than 8 mpg. But then again, what’s 8 mpg in exchange for the joy of driving?

On the other end of the ownership-period spectrum, Tom Ramar bought his 1988 M6 brand-new in April 1988. An unexpected phone call from his salesman at Stevens

Creek BMW piqued his attention: “Tom, a delivery truck just pulled up with a red M6 on it—just like the one you’ve been looking for!” Tom showed up nearly before the salesman put the phone down. He watched the sultry red M car back off the trailer, took it for a drive, and 93,000 miles later, it’s still in his garage. *[The salesman is probably still looking for him!—kk]*

When asked what life with the M6 is like, the first word out of his mouth is “liberating.” I watch his face overtaken by that familiar, knowing grin that BMW drivers get as he said, “I’ve flown jets before, and this car makes me feel the same way. It’s just a liberating car.”

The other red M6 on the green was Carlos Cardinas’. He ordered his red M6 in the spring of 1988 when he lived in Wittier, California. He wisely took delivery of it in Germany through BMW’s European Delivery program, and drove it there for a week before dropping it off to be shipped home.

Cardinas’ love for the car—and mistrust of California drivers—has left him a bit conflicted. “I’d love to drive the car more—it only has 33,000 miles on it,” he says. “If I could move all the people off the roads of California, I’d drive it a lot more than I do now. I have collector’s insurance on it,



but if the car gets whacked, I can't replace it. So the whole thing just kind of defeats itself."

On the days when he takes it out, however, it's a different story. Cardinas gets that sly smile and far-away look on his face when asked how the car is to drive. First, there's the insider laugh—a "heh heh" that reveals the joy he has experienced behind the wheel... and maybe of a few memories of stunned drivers left in his wake. He continues, "First of all, the engine: I have a Z8 and an E36 M3, but I think the M88 engine in the M6 is the best engine BMW ever built. And the transmission, its shifts are so smooth—it has this *click-click-click...*" His voice trails off briefly before he finishes, "It's just the perfect car. Not many people like this about the car, but I do: When you first give it gas, not much is happening. When it hits about 4,000 rpm, all of a sudden it starts screaming—screams all the way up to redline. It just sounds great! And yet the ride on the freeway is as smooth as can be."

After I finished my conversation with Cardinas, I saw the owner of the 2000CS standing next to his intriguing car, and made my way over to meet him. As I walked, I thought about how the Alpina and the M6 possess a powerful

continuity in their lines that has this way of pushing their Teutonic heritage in your face, as if to dare you to take them on. It was then that I realized that the concours had given me a deeper appreciation of the history of BMW design; it's one thing to see pictures of past BMWs, but having all these models concentrated in one place allows an attendee to absorb decades of history.

In a morning of comparison at the concourse, you could see the exaggerated, flowing curves of the pre-war Bimmers, the awkward bulbous shapes of the post-war metal, the emergence of *Neue Klasse* BMWs with C-pillars sporting the Hoffmeister Kink—still a present and unifying design element of the current cars—during the sensible-shoe, square-box era of the 1960s and 1970s, followed by the crisp linearity of the more aggressive-looking models of the 1980s. One could observe how



BMW WEST COAST SUMMER CONCOURS RESULTS



Carlos Cardenas Concours-winning Euro-delivery M6 has just 33,000 miles on it.



Jan Dunn

the slightly softened lines of the 1990s gradually led to the active flowing, sculpted lines of the models of the 2000s that came from the brilliant minds and souls of BMW chief designers Chris Bangle and Adrian van Hooydonk.

All of these designs filled my mind as I approached the immaculate black car that I couldn't stop returning to with my glances. I felt a kind of amazement toward the 2000CS. It is an arresting design that initially seemed to stand out in my understanding of the history of BMWs. The 1966 2000CS was, for me, a missing piece of BMW's design history, and for this reason it captured my rapt attention.

It's the front end and the rear quarter panels that are particularly enticing—and maybe even a bit disorienting. This was the first time I had ever seen a 2000CS, and I looked at it several times to be sure it was a Bimmer. Were it not for the kidney grilles and the roundel, I would have guessed several British brands before I guessed BMW. I later learned that the Karman-designed 2000CS—and subsequent E9 models like the 3.0CS—introduced the strong linearity of the 1980s BMWs.

Ben Miller has great affection for his car. He loves the funky '60s look, and he seems to enjoy how the car polarizes people's opinions. "People either love it or hate it," he says. "I'm sorry, but I love it! Most people don't. My wife calls it 'The Lobster Nose.'" Regardless of their final opinion of the car, he has found that it attracts people because of its distinctive, if idiosyncratic, design.

Even the driving experience is different from what many of us might expect of a BMW. Miller says the fender-mounted mirrors look good, but aren't of much use—it's essential to look over your shoulder rather than use the mirrors. "The two-liter engine," he says, "isn't very powerful, but it's really, really smooth." Smoothness seems to be the predominant characteristic of the car, since it was the most common adjective he used to describe it. The seats are more comfortable than later E9s', and they contribute to the smooth experience of driving it. Miller explains, "There is a sense of the BMW connection to the road, but it's a lot looser—it's not tight at all—it's very loose. Kind of boat-like, kind of floaty. But the shifting is really tight."

For sure, there was much to experience of BMWs at the Legends Of The Autobahn concours, and I'm sure all the attendees had different cars that they couldn't stop thinking about after the show. For me, the 2000CS, the Alpina B7S, and the M6 tied together two decades of design—and gave me a greater appreciation of how the contemporary designs came into being. **GGC**

| 1st | 2nd | 3rd |
|-----------------------------------|---|--|
| Concours | | |
| C.A. Cardenas 1988 M6 | John Calvin 1987 Alpina B7S Turbo Coupe | Roger Scilley 2001 Z3 coupe 3.0i |
| Super Clean | | |
| David B 1999 M3 | Carey Iida 2002 M coupe | Mark Robbins 1982 Alpina B7S Turbo Coupe |
| Clean | | |
| Bill Caldwell 1998 323is | Steve Padrick 1974 1802 touring | William Turner 2000 M roadster |
| Vintage Pre-War | | |
| Lothar Schuttler 1937 328 | Jim Smith 1937 327 | Jerry Dotson 1938 327 cabriolet |
| Vintage - Post-War | | |
| Tim Morris 1958 Isetta 300 exp | Tim Morris 1958 600 | Glenn Wolfson 1956 Isetta |
| 2002 - Original | | |
| Gary Balleisen 1974 2002 turbo | Chris Provo 1975 2002 turbo | Jeff Goss 1967 1600-2 |
| 2002 - Modified | | |
| Arthur Gabriel 1973 2002 | David Rossiter 1972 2002tii | |
| E9 - Original | | |
| Chris Macha 1973 3.0CS | Murray Fowler 1970 2800CS | |
| E9 - Modified | | |
| Carl Nelson 1973 3.0 CSL | Doug van Dorsten 1971 3.0 CSL | John 1972 3.0 CSL |
| M Original | | |
| Bob Newman 1985 M635csi | Steve Johnson 1990 M3 | Thomas Ramar 2000 M roadster |
| M-Class Modified | | |
| Bryan Hakola 1991 M3 | D J Borins 1988 M5 | Ryan Gangemi 1988 M3 |





FESTORICS 2011

By Jeff Cowan and Bill Watson
 Photos by Jeff Cowan, Ian Dunn,
 and Rich Tsai of Singlelens.net

Festorics (*fe-STOR-iks*): The annual ritual of feeding one's car-centric soul through immersion in various delights;

1) The sensual and visual grandeur of being amidst and watching priceless vintage race cars on one of the most famous of race track in the country.

2) Being a part of a private parking corral containing over 200 BMWs--some the rarest of the rare!

Festorics is a portmanteau word derived from "festival" and "Historics" (from the erst-while Monterey Historic Automobile Races).

Yes, to say that the BMW Festorics is just another BMW CCA event is about as far from the truth as saying M1s are a dime a dozen. This is a one-of-a-kind event held within the amazing Monterey Reunion (formerly the Monterey Historic Automobile Races) vintage-racing event at Laguna Seca Raceway—and it's now been celebrated by the Club in world-class fashion for 24 years.

It may be difficult to choose between focusing your attention on the track—this year, beautiful historic Jaguar race cars from every era were featured—or turning your attention to the amazing Club-member cars on display at our hospitality tent. Saturday's display included a factory E30 M3 cabriolet, a



Rich Tsai of Singlelens.net



new Dinanized Alpina B7 (F01 7 Series), and an M1—and that was just inside the hospitality area!

Sunday's display was a shining moment in Festorics history—a once-in-a-lifetime group of cars! Under our display tent there were FOUR original BMW 3.0CSL race cars—all with documented racing history—along with a street-legal CSL and an original 2.8CS coupe with more than 400,000 miles on it, still looking like new. And there would have been a fifth CSL race car on display had it not suffered a mechanical issue the previous day.

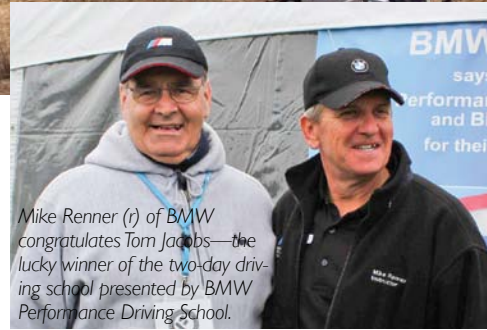
The action down in Laguna Seca's race paddock was equally breathtaking. Spectators are welcome to walk among the incredible array of vintage race cars still warm from their laps on the track. Just about any race car you can remember from the past can be found among the dozens of rows of pop-up tents, single-car trailers, and fully-decked-out high-end commercial hauling rigs filling the acres of tarmac.

BMW's racing history was present in the paddock with John



Fitzpatrick's silver pre-war 328—the one gracing the October 2011 *Roundel* cover—and the mid-'70s monsters, the CSLs. Scott Hughes, founder of BMW CCA Club Racing, brought the #51 CSL to this year's show. It was originally driven by Toine Hezemans to significant triumphs, including a Touring-Class win at the 1973 Le Mans, the 24 Hours of Spa, the Nürburgring, and the European Touring Car Championship.

Longtime friend of Festorics Art Simonds—the ninth employee of BMW Motorsport—was a builder of the original CSL racing chassis. By pure coincidence, Art was attending the Reunion races as Scott's guest, and Toine was attending as a driver of another car. True to the name of the event, when Toine happened to stop in to see the CSL, these two were reunited for the first time since their last race together in France nearly forty years ago! In honor of this occasion, Toine autographed the hood of Car #51. Call me nostalgic, but that's just cool. **GGC**



Mike Renner (r) of BMW congratulates Tom Jacobs—the lucky winner of the two-day driving school presented by BMW Performance Driving School.



Rich Tsai of Singletens



Rich Tsai of Singletens



Why You Want To Attend

You don't have to love vintage racing to enjoy the BMW Festorics. It offers the creature comforts to make your experience a special one: trackside viewing, gourmet catered lunches, and corral parking right on Turn Five. It's a short walk to the vendor area, and into the paddock where all the race cars are parked. A short walk over the hill is Laguna Seca's famous Corkscrew, a legendary spot to watch the races. The track even has a wine-and-beer vendor up there, since it's such a nice place to hang out. There's so much to see and do it can fill a day in the blink of an eye!

We saw members from eighteen chapters making the pilgrimage to Laguna Seca for the Festorics! If you haven't been before, consider making next year your first. A few words to the wise: hotels in Monterey are full by March, so lob a call in now to reserve a space if you plan to attend next August. Due to the race-ticket order deadline for the organizers, and mailing time, registration for Festorics closes by the end of July. This is one event that is difficult to attend at the last minute. Please plan early, and we'll see you next year! —Jeff Cowan



Rich Tsai of Singletens



By Tom Escover

The new champion of high-price auction prices, this Ferrari 250 Testa Rossa prototype went for \$16,390,000.

IMPRESSIVE AUCTION RESULTS FROM MONTEREY

Most attendees of the Monterey classic-car week are there to see the cars they can only dream about—but then there are also the people who are there to buy the dream. During the week, the five major auction companies selling the dreams are Bonhams, Gooding & Co., Mecum, RM Auctions, and Russo & Steele.

Russo & Steele concentrates its offerings primarily on muscle cars and U.S.-based sports cars, though they always seem to have at least one or two Ferrari Daytonas or Dinos, and last year they offered a BMW 503. No BMW models were catalogued for 2011, though a Porsche 911 RSR—once raced by BMW ALMS team driver Bill Auberlen and his father—was among the vintage race cars on offer.

Mecum is a relatively new participant in Monterey—this was their third year—and has been described by Rick Carey of *Sports Car Digest* as a “run-what-you-brung” event, with no published catalogs and a finite time on the block for each lot. Kruse had a similar approach a few years ago.

I did not attend either the Mecum or Russo & Steele auctions, but was present at various times during the RM, Gooding, and Bonhams events. The Ferrari marque was featured with collector-quality offerings at Gooding, with 22, and RM, who had eighteen, while a select few somewhat-less-rare Ferrari models were on offer at the other auction houses.

A competition between RM Auctions and Gooding & Co. seems to have developed over achieving the title of the highest-priced car of the weekend, and for recording the greatest dollar value of total sales as well. It appears that RM has bested Gooding in this category, with a reported \$79,000,000 in total sales to Gooding’s \$78,000,000. That said, the \$16,390,000 sale of the 1957 Ferrari 250 Testa

Rossa prototype at Gooding far surpassed the top sale at RM—achieved by a 1937 Mercedes 540K Spezial Roadster, the silver beauty crossing the block for \$9,680,000 including buyer’s premium.

RM had two other 540K roadsters and a coupe in the auction as well, selling for between \$3,000,000 and \$4,600,000. Although they might all look similar, the top-selling Silver Spezial was from the collection of noted collectors Sam and Emily Mann, and was a Best Of Show at Amelia Island last year. In addition, it is authenticated as one of just a few 540K roadsters with high doors and long-tail coachwork.

At RM Auctions, there was a high level of energy present in the salesroom on Saturday evening. Most of the attention-getting Ferraris were in the lineup, as well as all of the featured Mercedes 540Ks. In fact, the top ten sales at RM all took place within about a three-hour time period on Saturday.

It was in this charged atmosphere that the BMW 507 offered by RM was presented. The car, in period-correct white exterior with red interior, was a late Series II model, chassis #70192, that had been owned by Swedish actress Ursula Andress for fifteen years (and allegedly given to her by Elvis Presley—a claim with no substantiation). While Andress owned the car, a Ford 289 was installed in place of its 3.2-liter aluminum BMW V8, and customizer George Barris added nerf-bar bumpers. Fortunately, a subsequent owner located a correct 507 engine and transmission and returned the car to mostly-original configuration, leaving the nerf bars attached.

Those bars may have done the trick: When bidding stalled at \$725,000, the auctioneer speculated on Ursula’s



This Series I BMW 507 drew the top price at the Bonham's auction, hammering in at \$1,002,500, including premium.

parallel-parking prowess, seemingly re-awakening bidders. Bidding rose rapidly from there to the hammer price of \$975,000—or \$1,072,500 including premium. The car came from the well-regarded Lyon family collection and showed nicely, though minor paint flaws were easily detected, and the exhaust pipes appeared to be slightly modified from original in order to clear the nerf-bar brackets. The final price appears to reflect a premium for the connection to celebrity ownership.

RM also offered the 1970 Porsche 911S driven by Steve McQueen in the opening scenes of the film *Le Mans*. It sold for an incredible \$1,375,000, while other restored 911s were selling on the weekend for about a tenth of that figure—another example of the “celebrity premium” currently in force.

Gooding certainly delivered the show-stoppers, though, securing titles for the world's highest sale price for any car at auction with the aforementioned 250 Testa Rossa, as well as the most expensive American-built car ever sold, the 1931 Duesenberg Model J bespoke coupe of Captain George Whittell. This Model J was one of six owned by Whittell, a San Francisco playboy and heir to a gold-rush fortune. Whittell was well known in the period for hosting lavish parties at his over-the-top Lake Tahoe estate, Thunderbird Lodge. The impressive Whittell Model J two-seater was just stunning in black coachwork with a brushed aluminum removable top, a black patent-leather interior, and a red undercarriage; it ultimately crossed the block for an impressive \$10,340,000 including buyer's premium. I was told that the car had received 30 hours of detailing before being displayed in the Gooding tent.

Bidding on the 250 Testa Rossa was initiated at \$10,000,000, almost certainly guaranteeing that the previous record of \$12,200,000—achieved at an RM event in Maranello, Italy, in 2009—would be eclipsed during the evening. This Testa Rossa, chassis 0666 TR, was the fac-

tory prototype for the Testa Rossa line, and is one of only two TRs in existence certified by Ferrari Classiche. It is a matching-numbers car in the color scheme used in 1958 by Luigi Chinetti's North American Racing Team.

The other 507 BMW offered during the weekend was in the Bonhams lineup. This was chassis 70038, one of the last Series I cars. It sold for \$1,002,500 including premium, achieving the highest sale price of the Bonham auction. Although acknowledged to carry reproduction Rudge knock-off wheels, this silver-blue roadster with dark blue hardtop was a matching-numbers example. Originally delivered in white with a red interior, it has carried the current color scheme since a restoration around 2000, at which time it was upgraded to later Series II front disc brakes as well. It was owned locally for a period in the early 2000s and passed through Fantasy Junction to a private collector who commissioned a complete engine rebuild at Wayne Obry's Motion Products—one of America's most highly regarded restorers. To my eye, this silver-blue example presented more favorably than the Andress 507, yet it did not reach the white car's hammer price, selling for \$905,000—or \$1,002,500 with premium. It may be that the electric Saturday-night atmosphere at RM, combined with celebrity ownership, accounts for the difference.

Also at Bonhams was a unique 1979 BMW M1, built to Group 4 specs by BMW Motorsport GmbH for former IMSA Champion Peter Gregg. Gregg commissioned artist Frank Stella to paint the car in his “Polar Coordinates” motif. And because Stella produced one of the sixteen BMW Art Cars commissioned by BMW AG, this car is believed to be the only one created by one of the BMW Art Car artists for a private client. This M1 had been donated to the Solomon M. Guggenheim Museum some years ago, and was offered at auction by the museum, with proceeds to benefit further art acquisitions by the Guggenheim. Bonham had estimated that the M1 would sell for \$450,000 to \$600,000.



The 1931 Duesenberg Model J bespoke coupe of Captain George Whittell sold for an astounding \$10,340,000.



This Series II BMW 507 used its star power—it was previously owned by Ursula Andress—to procure an impressive sale at \$1,072,500.



Bidding quickly reached the estimate, and rapidly rose in a contest between two bidders to a final hammer price of \$770,000—or \$852,000 with premium—surpassing everyone’s expectations.

Another car of interest for BMW owners was the Series III 3.0CSL Batmobile in the Friday lineup at RM. Offered with no reserve, the catalog estimate was for \$120,000–\$160,000. This car, chassis 2275441, had been restored several years ago by Carl Nelson of La Jolla Independent and was complete with all the correct lightweight body panels and aerodynamic devices. Engine displacement had been increased to 3.5 liters. The CSL Batmobile reached the high end of the estimate, selling for \$159,500 including buyer’s premium.

Anyone looking for an Isetta can usually find one in Monterey, and this year did not disappoint: RM offered a nicely restored Isetta 300 Cabriolet which sold for \$33,000 on Friday.

Noted European collector and Ferrari authority Simon Kidston remarked that while the weekend results were better than expected, the bidding pool didn’t seem as deep as it was a few years ago. He is concerned that a few well-known collectors are vying for all the top cars, and there are too few new, younger buyers entering the market. Are the Monterey results, then, a proxy for the values to be realized at the all-BMW auction to be presented by Bonhams on October 1 at the BMW Museum in Munich? Or is Monterey a unique event that stands apart from the rest of the collector-car world? We will be awaiting the Munich results to learn the answer. **GGC**

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335i Suspension M-provements

By Joe Gaffey

BMW's 335i model of the E9x 3 Series has a great turbocharged engine—the twin-turbo N54 on early cars, the single-turbo N55 on later models—with potential for additional big power, but the suspension is a little on the soft side for performance driving. After Performance Technic, where I work, became an authorized Dinan dealer, I thought it would be a great idea to purchase a 335i as a sort of shop demo car.

It took a couple months of searching before I purchased a slightly-used 335i sedan (E90) with sport package and a manual transmission. After driving it around for a month, it was clear to me that the suspension needed some attention—and a little extra power can never hurt, either!

The first order of business was to dispense with the run-flat tires in favor of a slightly wider wheel-and-tire combination—19" BBS LM staggered wheels and Hankook Ventus tires. The next logical step was to add a little more power in the form of the Dinan Stage II engine software. To balance the new power, I also opted for Dinan's Stage I suspension system, consisting of new Dinan springs and Dinan adjustable Koni sport shocks.

My first test drive impressed me with amazingly improved power and torque, but the suspension still felt really soft, and a bit numb; the car didn't feel very balanced when driving through turns. Body roll was still an issue, and I thought that adding the larger stabilizer bars from the M3 front and back would help to eliminate it. The stiffer bars would also help corner entry and exit, since they provide a better, more-planted-to-the-ground feeling.



M3 subframe bushings on the left, compared to the 335i bushings. The solid M3 bushings help remove flex.

A look under the car revealed that the rear sway bar is sandwiched between the rear subframe and body. That gave me the idea to swap out the subframe bushings, since I would have to drop the whole subframe just to change the sway bar. Once the rear subframe was removed, an inspection of the bushings revealed that they were no match for the power coming out of this car! A little more research on the Internet indicated that a few others had found this as well; the design of the stock non-M bushing has a lot of space to help with ride comfort. So it was back to the M3 parts bin for the completely solid—and therefore much stiffer—M3 bushings. These new bushings would help transfer power faster and more efficiently to the ground.

Since our technical director, Matt Medeiros, was going to take the suspension apart in the rear, I had time to look into ways in which the front suspension could be improved. I found that the hydraulic-style bushing of the front wishbone arms and thrust arms can flex a lot, resulting in a softer ride and feel—great for street driving back and forth to work, but not the kind of precision handling I prefer. Some 335i and 135i owners have already swapped these front arms out for a little more negative camber, and have added the performance-style bushings that come installed in BMW Motorsport parts.

After looking under more than a few E9x M3s, I knew that the non-M cars can borrow a lot of their parts. The new BMW 1 Series M coupe derives its entire suspension from the M3, so I took that lead and compiled a list of everything I knew would work. But the rear subframe is unique to the M3, so I knew that some of the M3 parts wouldn't work.

Once the parts list was completed I was looking at new control arms for the front and back, along with M3 sway bars. To allow easier access to the adjustable Koni struts, I also threw the M3 strut bar onto the list. To complete the transformation, the subframe bushings were replaced with the stiffer M3 bushings. I had to replace a few other smaller parts, including the headlight-adjuster rod in the front and brake-sensor-wire clips in the rear to have a factory fit and finish. The last job on the list was a proper four-wheel alignment to get everything to come together.

The factory suspension upgrades, combined with the added power from the Dinan software, transform the car, and bring it much closer to the M3 in every way. There is no replacing a real M car, but I would have to say that the factory M suspension parts may be the best upgrade to perform on the 335i or 135i suspension. Perhaps that's why BMW took the entire suspension from the M3 and stuffed it under the new 1 Series M coupe! If you want that Motorsport handling for your 335i or 135i, these parts are direct bolt-in and will transform the handling.

I'm happy with the upgrades, and feel that we have achieved an M-like feel from the car that just wasn't there before. Overall, the car has been transformed; it handles beautifully, while still providing a nice ride. Steering response is dramatically improved, thanks to the added stiffness of the new front control arms and upgraded stabilizer bar. Cornering feels much more stable, and the rear feels much more planted, with less flexing. This is an extensive project, and these factory parts can get expensive—but the trade-off is pure driving pleasure! **GGC**

Thank you to Dinan and IMBMParts.com for helping me find and source the parts for this project. —Joe Gaffey



These are the M3 front-suspension parts used for the project.



Top: 335i wishbone control arm
Below: M3 wishbone control arm



The rear anti-sway bar for the 335i (bottom) is extremely small compared to the 28mm E93 M3 bar (top).



The shiny aluminum M3 rear arms are much more stout than the 335 black metal.



Top: M3 thrust arm Bottom: 335i thrust arm

Car specs:

2007 E90 335i Sport package, six-speed manual, factory oil-cooler
M-Sport Package added

Current engine performance:

390 hp, 425 pound-feet of torque

Performance Parts:

- Dinan Stage II software
- Dinan cold-air intake
- Dinan exhaust
- SuperSprint Section 2 (rear resonator delete)
- Clutch-delay-valve delete
- Dinan Stage I suspension
- Dinan M3 carbon-fiber strut-bar inserts

Front Suspension:

- OEM E9x M3 tension struts
- OEM E9x M3 wishbone arms
- OEM E93 M3 stabilizer bar
- OEM E9x front strut bar

Rear Suspension:

- OEM E9x M3 subframe bushings
- OEM E9x M3 wishbone arms
- OEM E9x M3 guide rods
- OEM E9x M3 stabilizer bar

Wheels/Tires:

- BBS LM staggered 19" wheels
- Hankook Ventus V12 235/35-19, 265/30-19 tires

Project totals:

- OEM M3 components: \$2,000 (retail)
- Dinan upgrades: \$7,500 (retail)
- Roughly 40 hours labor for entire project

The rear subframe is out of the car, ready for rebuild.



The rear subframe is rebuilt and ready to reinstall.





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By Canyon Chan
member at large

August 18, 2011

Location: Round Table Pizza, San Mateo

Board members in attendance: Canyon Chan (member at large), Kelly Collins (vice president), Tammi Hull (treasurer), Donna Seeley (president)

Board members not in attendance: Rodger Ball (member at large), Ian Dunn (membership chair), Aleksey Kadukin (secretary)

Other members in attendance: Richard Montalvo

Call to order at 7:50 p.m.

Official business

July minutes are approved.

Driving-events report (Hull):

- Autocross: This weekend's autocross hasn't sold out yet, perhaps due to event conflicts (*something about a little gathering of old cars near Monterey*).
- Car-control clinic: Next one is October 15, registration opens September 1.
- HPDE: Thunderhill, November 5-6: Registration is open and seven people have already signed up this week. A Club race will also be held at this event.
- The trailer's graphic wrap is being worked on today; they hope to have all fixes done soon.

Treasurer's report (Hull):

We have money! Note that we have to pay for the trailer wrap, though, once it is finished correctly. So we will have a little less money, but money nonetheless.

Vice-president/Communication-manager's report (Collins):

- Topic of changing the newsletter name raised. Various ideas suggestive of large porcine themes were offered up to coincide with the direction of BMW's newer and heavier offerings. Nah, we will do a naming contest instead.
- Chapter website: Mike Mills has volunteered to help redo/rebuild the site. But he just had surgery, so maybe his pain meds are clouding his judgment. Anyway, he's committed to it, will build the infrastructure, but not the design part.
- Social media: We almost have 1,000 likes on Facebook. (*Collins checks online and notices that we are down one from earlier in the day... hey, who just un-liked us?!*)
- Event videos: Collins introduces Rich Montalvo, whose background is in professional video. He is looking at

making some type of promo video for the chapter, not necessarily just driving events.

Social-events report:

- Mike Zampiceni has to pull back from tour organization for now, due to personal reasons.
- Registration for the September 16-18ALMS corral is now open. We've sold four corral passes and nine tickets so far.

Secretary/Tech-session report (Kadukin via e-mail):

- Kadukin is looking at a possible second detailing tech session in late October.
- Seeley reminds us that we should maintain a list of stuff to update every year when officers change (bank acct info, logins and passwords, etc). This has been Seeley's latest axe to grind. Since Kadukin is not at the meeting, he gets the action item. Seeley will discuss details with him.

Membership report:

- Dunn not at meeting as he is no doubt "festing" at Festorics.
- National website/database still has issues, so we haven't received an updated membership list since June. That will raise a challenge to confirm members when we do event registrations. Membership payments from National are also off, since they are having issues determining our membership count.

President's report (Seeley):

- (*Chan is battling Autocorrect on his iPad, so he misses some comment about "hired water pistols," which generates a large round of laughs.*)
- Discussion about the annual GGC-calendar photos digresses into how Hull's car didn't get ANY pictures taken at the Palo Alto Concours. Hull is so livid—after all her hard work organizing the concours and prepping her car—that she drops multiple F-bombs in a single sentence. At least she has broken the previous record held by Collins. (*Update: Kadukin took a shot of Hull's car at the Concours, but original email with link to the photo gallery was lost somehow. But now everything is resolved and we have a good photo for a calendar!*).

Miscellaneous:

- Board arrives at a consensus that the new Mini Coupe is... eh... challenging our aesthetic senses.
- Chan shows off a fleece jacket from Lands End which handsomely sports embroidery of the new GGC logo. (It's available via the Apparel link on the GGC page.)

Meeting adjourns at 9:15 p.m.



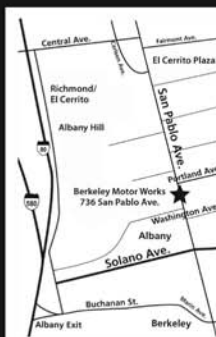
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Recently, a movement toward person-to-person (aka “peer-to-peer”) car services has emerged. With the rise of social media, it’s become easier for people to communicate ways to share, swap, trade, or rent access to products as opposed to ownership—so why not do it with car sharing? No longer are you tied to the typical corporate car-rental companies; now services like Zipcar (less sharing, more rental) and Getaround allow you to join their member ranks and borrow (rent) other members’ cars for as little as \$6 an hour.

But what if your interests lean toward something a little more specific and exotic? Maybe you want an unusual car for a special occasion, or for a special client. Or perhaps you’re shopping for a high-performance car and want a long-term test. Or maybe you’d just like the experience of driving the car of your dreams.

That’s where HiGear serves its purpose: It’s a peer-to-peer-based car-rental network with a luxury-car focus. Unlike a luxury-car rental agency that has the expensive investment of owning or leasing its fleet, HiGear employs a peer-to-peer membership base interested in making a little money renting their cars out. This format allows rental rates to be determined less by overhead and more by demand.

A quick perusal of the HiGear website allows you to search by brand, or all at once. You can find mid-market models like a 2009 BMW 328i for \$85 a day (about \$100–\$200 a day at a typical rental agency or \$60 a day from one member of Getaround). Looking for something wilder? How about something from the higher end—say a 2008 Viper ACR for \$700 a day?

Or let’s say you’d like to evaluate a new E90 M3 for purchase. It’s not likely a dealer would let you have one overnight, but you can rent one from the HiGear network for a fairly reasonable \$250 a day. (\$350–\$400 are the rates seen elsewhere on the web.)

To use the Higeer network, members must be 21 years of age or older and possess a valid U.S., Canadian or qualified foreign driving license. First-time users are asked for standard billing information, like name, bank card, address, phone, email, and two important items: social security and driver’s license. The latter enables the company to check for any red flags on your credit or driving record and offers the car’s owner the most security against theft, reducing overall liability. There is also a \$500 security deposit required for your first few rentals, until you establish a safe transaction history (if you rent instead of own your residence, each car rental has a \$500–1,000 security deposit required).

To test the experience from HiGear, I was offered a courtesy rental, and chose the Tesla Roadster Sport Edition, which lists at \$499 a day. You may gasp at that amount initially—until you shop around. From Club Sportiva (a

TOY BOX



rental-fleet house with some limited sharing, and based on a different business model), the regular Tesla Roadster rents for \$1,095 a day, and GetAround has two owners willing to rent out their Teslas for as little as two to three hours (a full day would be \$500 to \$900, depending on the owner).

Arranging to rent a car is quite simple, thanks to a simple and easy-to-use website. I start by finding the Tesla details quickly, choose a 24-hour window for the upcoming Labor Day, and click, “reserve.” Within a couple of hours, an email shows up from Julia of HiGear confirming the rental and pick-up location in downtown San Francisco. (This car is part of HiGear’s own fleet, so pickup was near their office. Your pickup location may vary if a peer car is selected.)

When I show up at my appointed time, Julia cheerfully greets me. She provides a brief tour of the car and a vehicle walk-through to confirm the car’s pre-rental condition. After that, I’m handed the keys and told to enjoy.

I drive home feeling quite smug. Here I am, driving a grossly expensive automobile that only a handful of people on Earth actually own. I do a smooth and steady 80 mph on the freeway home, and, of course, notice every stare from the drivers around me. As I pull into my driveway, my neighbors come out and gather around the car. I provide a few test rides—the overall impression is a unanimous “Wow!”



By Percy Chow

Later that evening, the top comes off the roadster, and my lovely wife and I head for a dinner out in downtown Danville. Cruising along the freeway, we exchange friendly honks with a Lotus Exige owner (Lotus is the coach provider for Tesla). Once we’re back on the city streets, the gawking show continues, with pedestrians pointing and drooling. While I park the car, sidewalk diners stop mid-mouthful to look over at the Tesla and its occupants. If you’ve ever wondered what it might be like to be Brad and Angelina, I think this is it! Bling bling! It’s car-guy heaven.

The workday Tuesday morning comes around a little too soon for me. My tweener daughter asks for a ride to school; what kind of father would I be if I didn’t share the celebrity status? We take the lo-o-o-ong way around. Then we cause a minor traffic jam around the school.

Despite the freeway being packed, I enjoy every moment of the hour-and-a-half drive back to the city to return the car. After reluctantly handing back the keys, I watch the Tesla leave the curb back to storage and take my last longing glances. The sad thing about sharing is that, eventually, you have to give it back.

Now, about that Viper ACR...

GGC

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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| Auto Concierge | Fremont | 925 852-1962 | 10% off quoted full detail |
| Bavarian Enterprises | Sunnyvale | 408 737-6100 | Various Parts |
| Bavarian Motorsport | Milpitas | 408 956-1662 | 10% Parts |
| Bavarian Professionals | Berkeley | 510 524-6000 | 10% Labor |
| Bavarian Tuning | Santa Rosa | 707 575-3757 | 10% Parts/Labor |
| Berkeley Motor Works | Albany | 510 528-1214 | 10% Labor |
| Bimmers BMW Service | San Carlos | 650 591-2474 | Various |
| BMW Performance Driving School | Spartanburg, SC | BMWusa.com | 15% off driving programs |
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| Dinan Engineering | Mountain View | 650 962-9401 | 10% Labor |
| Dinan Engineering | Morgan Hill | 408 779-8584 | 10% Labor |
| Double 02 Salvage | Hayward | 510 782-2002 | 10% Used Parts |
| Edge Motorworks | Dublin | 925 479-0797 | 10% Labor |
| evosport | www.evosport.com | 888 520-9971 | 10% Parts, \$1000svc=free dyno |
| Extreme Performance | San Jose | 408 923-6404 | 10% Parts/Labor |
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| GS Tuning | Santa Rosa | 707 284-2680 | 10% Sales/Service |
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| Nate Smith's Optimal Auto | Santa Cruz | 831 476-1332 | 10% Parts |
| M Service | Walnut Creek | 925 932-8744 | 10% Parts/Labor |
| Milt's Service Garage | Vallejo | 707 643-7548 | 10% Parts/Labor |
| Patelco Credit Union | www.Patelco.org | 415 442-6200 | Special Offer |
| Phaedrus | San Francisco | 415 567-8000 | 10% Parts |
| Performance Art | Gilroy | 408 848-6325 | 10% Service/Labor |
| Performance Technic, Inc. | Pleasanton | 925 426-1361 | 10-15% Parts |
| Portola Valley Garage | Portola Valley | 650 851-7442 | 10% Labor |
| RennWerks Performance | Campbell | 408 370-7480 | 10% Labor/5% Parts |
| Rossi's Tire & Auto Service | Salinas | 831 424-0011 | Various |
| SAS German Auto | Pleasanton | 925 846-4886 | 10% Parts |
| Schulba BMW Service | Belmont | 650 592-7352 | 10% Parts orders |
| Sound Innovations | Hayward | 510 471-9062 | 10% Parts |
| Track Star Racing | Mountain View | 650 961-2350 | 10% Parts/Labor |
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Trust... V1 earns it one ambush at a time

Bogey Counter

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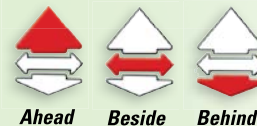
Radar Strength

More LEDs glow as radar strengthens.



Radar Locator

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



RECEIVED BY EMAIL

V1 56Z:
"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, "Beeeeeeeeeeeeeep!" 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

RECEIVED BY EMAIL

V1 56Z: "DON'T BELIEVE IT'S JUST A TRAILER!"

Hey Mike:

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

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

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

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

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

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

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

Cal R. (identity protected)
State College, PA

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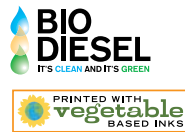
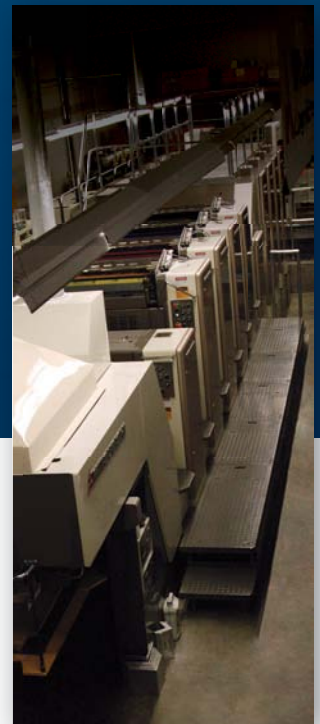


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