

Newsletter of the BMW Car Club of America HAWAII Chapter
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BMW CAR CLUB OF AMERICA NEWSLETTER OF THE HAWAII CHAPTER

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NINE'NTHREE

John Bigay

December of 2013 brought the Hawaii Chapter's annual gathering and meeting, in this case, a brunch at Kai Market Restaurant at the Sheraton Waikiki – the same venue as last year's meeting, right on beautiful Waikiki Beach. The food was excellent and we made some progress in filling chapter-leadership positions that have been vacant for some time. Your long-time two-person team of myself (President, Membership Coordinator, Newsletter Editor) and Rick Gaitley (Secretary/Treasurer) have been joined by volunteers Tom Hamilton (Vice President) and Ed Hawkins (Newsletter Editor). While we have not yet filled the Driving Events Coordinator and Website Coordinator positions, there has been some additional interest expressed from at least one other volunteer who was unable to attend the event, and your leadership team will continue to pursue the filling of vacancies.

As we all know, the Hawaii Chapter is unique among all BMW CCA chapters, with the exception of the Puerto Rico Chapter, in that we obviously lack the ability to drive to other states, visit other chapters (unless we fly there, of course!), and drive to various track venues to hold/participate in driving events (see Ed Hawkins' article in this issue). We lost our only Oahu track, the old Hawaii

Raceway Park, years ago, with prospects of getting a new one being slim to none, it would appear. This has limited our ability to stage driving events, although members may join SCCA-run solo events at the Aloha Stadium parking lot. Other than that, the only other racing venue on Oahu is the unpaved facility at Kalaeloa Raceway Park. With a full (or FULL-er) chapter leadership team in place, it is hoped that the Hawaii Chapter will be able to schedule more events, including our monthly meetings and perhaps a Street Survival School once again, for our community's young drivers. There is certainly a lot that ALL of us can learn about being better drivers. As one parent reportedly quipped after a recent SSS on the mainland, "There should be a Street Survival School for adults, too!"

Meanwhile, let's all concentrate on being the best drivers that we can be: don't drive distracted; be courteous to other drivers; and keep two hands on the steering wheel (unless you are making a lightning-fast shift with your manual trans – those of us who still have them!) – at nine and three.

www.bmwccahawaii.net

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 C 2014_ BMW CCA

CLUB EVENT

Learn about new vehicle features and meet new and seasoned BMW owners.

When: Saturday - MARCH 1, 2014 1 Time: 10am

Location: BMW of Honolulu- cafe area

Please RSVP: jbigay@gmail.com

HELP WANTED!!!

You can help us to organize EVENTS that you would like the Chapter to host!!

Contact John (club president) via the email link on the Chapter website.

www.bmwccahawaii.net

KNOW OF ANYONE WHO MIGHT LIKE TO JOIN BMW CCA?

Annual membership is just **\$48.00** including the Roundel magazine and the Newsletter.

Call **1-800-878-9292** or register at www.bmwcca.org

ED DOES OKTOBERFEST (OR, "YA CAN'T GET THERE FROM HERE")

Ed Hawkins

You're crazy! That's what I heard most from those I told of my plan – with a slight twist - to attend the 2013 BMW CCA Oktoberfest in Monterey, California. I would ship my beloved 1972 2002tii from Honolulu to Seattle, and drive the coastal highway to O'Fest. I was absolutely serious. The fun of attending this seminal event is to be there with your own car. I wasn't going to pass up this opportunity. Matson Shipping made the arrangements simple.

They gave me the drop-off and pick-up dates so I could arrange my schedule. In preparation for this journey, the car underwent an inspection from top to bottom, with all fluids topped off, fuel/air filters changed, and brake pads checked. I made sure to take the usual parts that could fail—water pump, fuel filter, radiator hose, sparkplugs—along with special tuning and adjusting tools, all for that extra measure of comfort. With appropriate documents in hand, I flew to Seattle to meet my car.

The pickup in Seattle was just as easy as dropping off in Honolulu. Within an hour, I was on the road headed to the first destination—Astoria, Oregon. I allotted five days for the drive to Monterey. And what a glorious drive it was! The Pacific Coast Highway is breathtaking, filled with wide vistas and winding roads, perfect running ground for

the tii. The car performed flawlessly. Power was there when I needed it, and the tires gripped the road on the many hairpin turns encountered. I did take a navigation device for extra insurance, and once it directed me to a bypass road. My initial consternation turned to delight, because it was a smooth, winding road off the beaten path with hardly a car in sight, an unexpected bonus. In those five days, I ran the length



of Oregon and northern California. Although every bit of driving was delightful, the most memorable parts were Bandon Dunes (and its spectacular golf resort) in southern Oregon; winding through the towering redwoods at speed; watching the sunset at Mendocino - of "Murder She Wrote" and Angela Lansbury fame; and over the Golden Gate Bridge, through the streets of San Francisco, and on to Monterey Peninsula. But the best was yet to come.

Oktoberfest began on Monday at the famed Monterey Hyatt Regency. As a first-timer, I attended

the newcomer's orientation. It was made livelier by Spaten Beer of Munich providing a fully hosted bar - throughout the week! Every day, I heard others mention seeing a 2002tii with Hawaii plates, to which I replied, "That's me!" which started conversations and new friendships. I even rubbed shoulders with Roundel's "02 Cents Worth" columnist Mike Self in person, engaging in discussions like, "Just how do you distinguish a right headlight bucket from a left one on a 2002?" Yes, I was in BMW heaven.

The Concourse, vendor booths, receptions, and dinners were all great, but the true highlight of the event was the driving at Mazda Raceway Laguna Seca. What a delight to drive this world-famous raceway in your own car at the limit of its performance. I did the Tire Track Car Control Clinic and the Bridgestone Autocross. No, I didn't miss all the cones, but what fun! My car now sports a Laguna Seca sticker on the side window as its badge of courage. Alpina of Germany brought specially modified cars to Monterey, and I was able to experience a lap in an M3 driven by a professional driver - courtesy of the BMW Foundation - around the tortuous Laguna Seca course, past Andretti Hairpin and over and through the famed Corkscrew at breakneck speeds. What a thrill! The not-so-secret word is that next year's Oktoberfest will be in Colorado. I can't wait! Next year in Colorado!

JUST WONDERING....

So Tell Me Again Why We Need These Things....

John Bigay

It's no secret that we live in a world of many noises; some would say a veritable assault upon our senses. Vehicle traffic and its related sounds (engines, horns, back-up warning beepers, etc.), industry, construction, leaf-blowers – the list is almost endless, isn't it? And when you think about it, much of it is self-inflicted; our free-market system basically allows anyone to invent, develop, promote, and market virtually anything that the public will, ultimately, separate themselves from their income in order to acquire. Sure, there are SOME guidelines - primarily related to safety and government security - that control to some extent what we can try to sell to each other. But, the free market allows a LOT of stuff to be sold out there, for sure.

Back to that issue of noise - more specifically, vehicle-emitted noise. We have heard the chant of certain motorcycle-owners, who maintain that "our bikes HAVE to be loud, so you can hear/see us!" So, you have to split my eardrums with 120 decibels in the middle of the night in a residential neighborhood, so that I don't run you over with my bed, right? And oh, by the way, if the chant is true, then the fatality rate for those riding Beamers should/must be much higher than for those riding those other bikes.

Then there are the exhaust systems (or lack thereof – but that's a separate issue), such as those that "the kids" put on their imports from Asia, with the tailpipe that resembles an industrial-sized soup can. These things and the sound they exude

seem to be designed purely to be loud and annoying – I really cannot discern any other purpose in them. There's that free market at work, again. I got to contemplating car alarms recently, when, at a local big-box-store parking garage, while walking toward my car, I happened to be directly in front of a large pickup truck when the owner arrived and somehow activated his alarm at the instant that I was in front of the massive grille. Needless to say, this was a surprising, startling and annoying experience! And I didn't have a dog-dog bag to pick up my mess!

Since they came into use, car alarms have, of course, proliferated. Everyone needs to have one. They deter all manner of would-be car thieves, of course. Great to have them available in the middle of the night, when most of those guys do their work. To "complement" the seemingly ubiquitous car alarm, we have, for some time now, had virtually all new vehicles equipped with key fobs that perform many dull tasks for us, not the least of which is to add to the cacophony of ambient sound around us the pleasant sounds of alarm or vehicle-horn beeps (anywhere from one to five beeps/blasts, based on my observation), designed to let us know that we have locked/unlocked the vehicle, and armed/un-armed the alarm. I guess the assumption is that most of us cannot remember if we have done these things, so an electronic nanny takes care of it for us, letting us know (with up to five beeps) that it has done this. A typical scenario may be: family goes shopping in monster SUV; Dad

is last to close door; he hits the fob and there are five horn-blasts and flashing lights; but he forgot his hat; opens door (five more blasts and circus lights); gets hat, goes through procedure again. You've ALL seen this, many times, no doubt.

Sigh! I don't mind those vehicles that utilize a single (or even two) low-level "chirps", but why up to five? And why hook it to the vehicle's horn, which is invariably much louder than the chirp of an alarm? Do we REALLY need this? And how many of us care to look to see if another person is about to pass in front of our vehicle, before we hit that fob-button and potentially send that person airborne?

By the way, it could simply be my inattention, but it seems to me that the designers of our favorite marque have perhaps opted to be more human-friendly with the car-alarm design, because I cannot say that I have noticed or experienced the horn-blast method for door/alarm "management" in a Bimmer. My own car, a 1992 E-36 fitted with an alarm (came with the car when I bought it), uses a soft, single or double chirp for those functions – but I rarely use it, anyway.

