



The 2013 Jack Cavanaugh Memorial Car Show, Clean Car Contest & Charity Auction

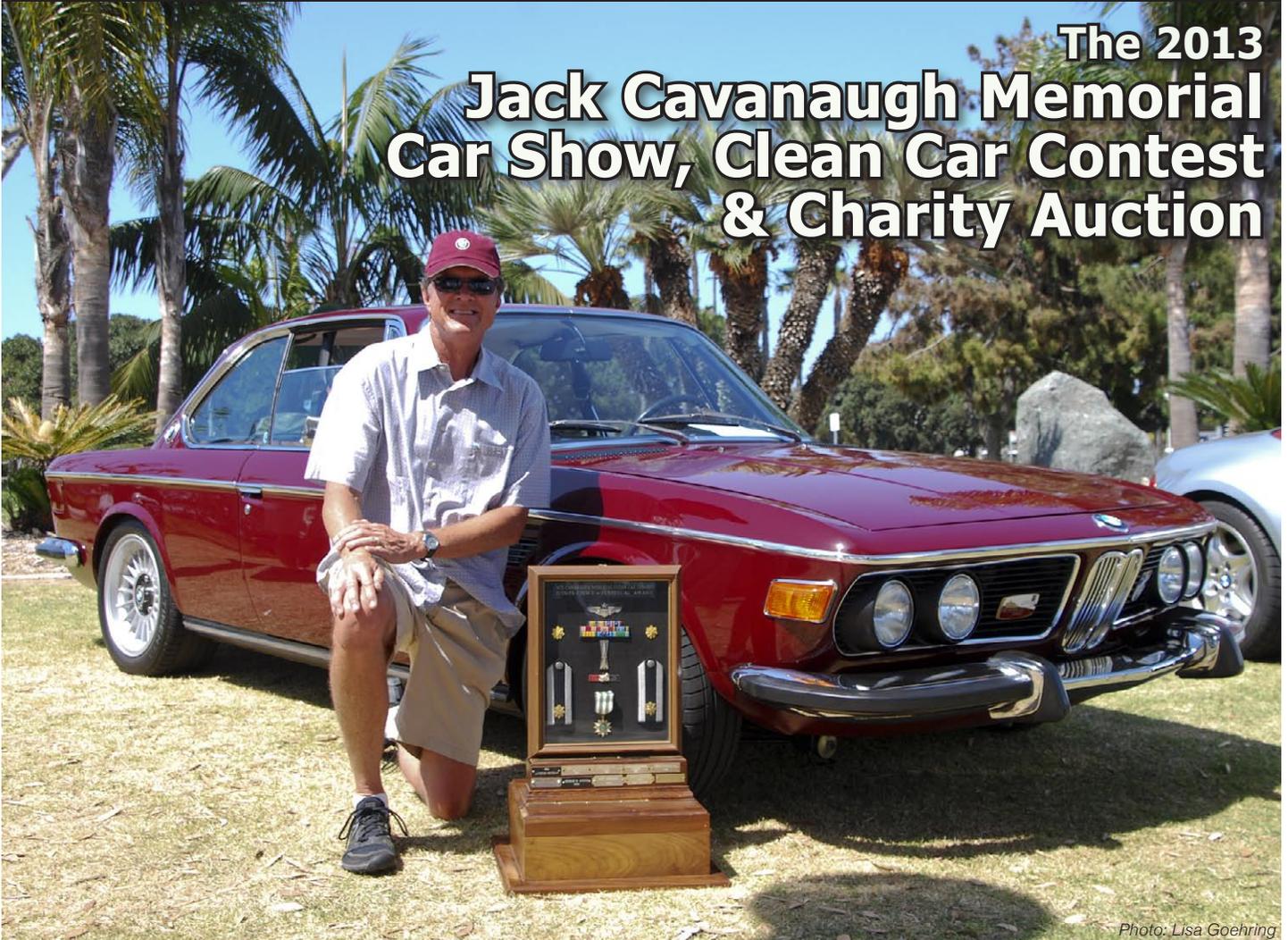


Photo: Lisa Goehring



Photo: Fred Larimer

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Fahren Affairs

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SCCA Club Racing sdr-scca.com/rr
SCCA Cal Club (L.A. region)..... www.solo2.com

www.sdbmwcca.com

The President's Column

The month of June was very busy for the club. We began the month with our second cruise, starting with coffee and goodies at BMW of Escondido, ranging through San Diego and Riverside county and ending up at Mike's BBQ in Escondido for lunch. We followed the drive with a joint tech session with the Porsche Club put on by Falken Tires at Discount Tires. Freshly prepared with new tires, we had our annual run-off Autocross with over 100 drivers competing for the Rug Cunningham Memorial Trophy. Our Autocross sponsor, BMW of El Cajon, treated us to a traditional German bratwurst lunch. We finished the month off with a meet and greet at Ignite Bistro. The board tries to plan a variety of events to meet the interests of the wide variety of San Diego club members. We don't always get as many events packed into a month, but we are trying to increase the number of fun events for our members.

We are always looking for new and interesting things to do, and we need to hear from you about what you are interested in. We love to have members come to our monthly meeting, but we know that getting to Kearny Mesa for a meeting just isn't possible for everybody. The club tries to provide a variety of ways to keep our members informed. We communicate what is coming up through the newsletter and the website at www.sdbmwcca.com. We have a very active Facebook group at www.facebook.com/sdbmwcca. The group is open to all, and many board members read and contribute to it. It is a great place to bring up new ideas as well as share the fun that we have with our BMWs. We have a twitter account at @sdbmwcca that has event notifications and a few re-tweets of car related tweets that I find interesting. Our website has the email addresses for all the board members at www.sdbmwcca.com/officers.php and we all are delighted to hear from members. If there are other ways that you would like to exchange ideas with the club please let me know at sd-president@sdbmwcca.com.

Our next board meeting is July 9th at 6:30. We welcome new members, come by and see what we are planning. The formal meeting starts at 6:30, but get there at 5:45 for pizza, soda and conversation with fellow BMW fans. All members (and prospective) members are welcome. Hope to see you there.

— Jim



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SUBMITTING INFORMATION TO THE EDITOR

Please send us your stories, tech. tips, photos, etc. We welcome and encourage any material you think would be informative or interesting to other members. All information should be submitted to the editor directly. Preferred format is e-mail. The deadline for submitting information to the editor is the 15th of each month.

2013 Calendar of Events

July 9

San Diego Chapter – Board Meeting.
The board meeting is open to all chapter members

July 18

San Diego Chapter – Classic Car Night in Encinitas. Parking at Charlie's Foreign Car. 5:30 – 7:30 PM

August 10

San Diego Chapter – Autocross, Qualcomm Stadium, West Lot

August 10

San Diego Chapter – Shakespeare at the Old Globe: A Midsummer Night's Dream

August 13

San Diego Chapter – Board Meeting.
The board meeting is open to all chapter members

August 16 – 18

BMW CCA Regional Event – Monterey Weekend: Legends of the Autobahn, and Festorics at Laguna Seca; Monterey, CA

August 19 – 24

BMW CCA National Event – 44th Annual Oktoberfest, Monterey, CA

September 10

San Diego Chapter – Board Meeting.
The board meeting is open to all chapter members

September 12

San Diego Chapter – Test Drive Night at BMW of Escondido

October 5

San Diego Chapter – Autocross, Qualcomm Stadium, South East Lot

October 8

San Diego Chapter – Board Meeting.
The board meeting is open to all chapter members



Scan this code with your smart phone to get all the latest calendar listings!

Be sure to check the website for all the latest news and event announcements!

www.sdbmwcca.com



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New Club Members Welcome!

Acharya, Kaustav	
Arredondo, Martin	
Azizian, Sam	
Benedict, Neil	
Bevins, Larry	
Catalano, Ryan	
Conolly, Sean	
Cox, David	
Crowley, Gary	
Droge, Kristofer	
Fullenwider, Mervin	
Furrow, Joshua	
Gonzalez, Kristyn	
Graven, Dennis	
Hettchen, Jack	
Lee, Charles	1995 840ci
Magana, Francisco	
McIntosh, Tom	
Mcquaid, Jude	
Misell, Lisa	2006 Lotus Elise
Nisan, Amit	
Ober, Roxanna	
Peterson, Tim	
Peterson, Gary	
Rochmes, Richard	
Springer, Robert	
Stratigopoulos, John	
Tate, Steven	2007 335i Dinan S3
Vergara, Charles	
Wabe, Stella	
Weber, Corey	

San Diego Chapter Monthly Board Meeting

Giovanni's Italian Restaurant,
9353 Clairemont Mesa Blvd.

6:00 P.M. – Pizza & soft drinks

6:30 P.M. – Board Meeting

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BMW CCA San Diego Chapter – Board Meeting Minutes for May 14, 2012

The meeting was called to order at 6:32pm

Board Members Present:

Jim Patterson, Brett Litoff, Lisa Goehring, Andre Pantic, Rich Gehring, Kim Dais, Don Duncan, Dennis Damon, Anne Littrell, Ted Lange, Scott Sansom, JoJo Gonzales

Members Present:

Boots Cuatico, Gordon Anderson, Mike Turpen, Paul Silver, Peter Winokur, Steve Robbins, Jose Padilla, Chris Woods, Tim Woods, Satakal Khalsa, Jim Binford, Robert Springer, Andre Eisenbach, Nick Owen, Ed Havrilla, Joel Weinberger, Ryan Moore, Darren Wong

Secretary's Report – Brett Litoff

The minutes were approved after being amended by Nick Owen.

Treasurer's Report – Don Duncan

He is currently working on the financial statement for running the autocross.

Regional VP Update – Nick Owen

Most of the driving schools are full and National is currently trying to reserve a third hotel.

Membership Report – Kim Dias

There were 75 new members signed up in the last month. Our chapter currently has 1615 members.

Meeting with BMW of El Cajon – Jim Patterson & Nick Owen

BMW of El Cajon would like to host a second driving school in the Spring of 2014. They may team up with BMW of Murrieta as a co-sponsor of the event. This second driving school may also be a venue for an instructor training school and it may host a vintage racer class.

New Club Logo – Jim Patterson

The communications committee has been exploring when we will be putting our new logo on promotional items. Jim asked Lisa Goehring to get some prices on updated cards.

Wachmeister Report – Dennis Damon

Dennis thanked Lisa Goehring for getting full-page ads showcasing the Car Show in the Fahren Affairs and the Whispering Bomb. We have at least two thousand dollars worth of items for the auction. Neil Daily will be bringing his E30 BBQ trailer for those that would like to purchase a lunch. The event starts about 9am.

Newsletter Report – Lisa Goehring

We are looking for a new Newsletter editor for 2014. Some items that need to be discussed include how many issues we will put out in the future, how many will be in color, and how the system of putting the newsletter together can be made more automated. Ted Lange suggested that we have e-mail blasts in between paper issues. He also suggested that we offer advertisers more options when advertising. Andre Pantic suggested that we could have a car of the month featured in

every issue. There was also discussion of having someone help advertisers design their ads.

Autocross Director's Report – Jim Patterson for Kim Schwarz

We will be driving our own equipment up to Oktoberfest. We do not have the current numbers for the last autocross. We are waiting for the results and Scott Sansom has volunteered to do this. June 22nd is the Runoff Autocross. There was discussion about how and when Novice drivers might run during future autocrosses.

Equipmentmeister Report – Rich Gehring

We have some new flag lines and three fire extinguishers. We also have new folding chairs. We will need someone to bring the truck and trailer down to Qualcomm for the 6/22 autocross.

Social Events – Anne Littrell

5/18 Bimmerfest

5/22 Tech session at Blackforest with PCA Data Acquisition
5/26 – Vista Strawberry Festival. We will be doing a car show at Sonic from 8am -6pm and event registration is on Motorsport Reg.

6/26 – Meet and Greet at Ignite in Carlsbad.

7/18 – Classic Car Night in Encinitas. We will have parking at Charlie's Foreign Car.

6/2 – Cruise starting at BMW of Escondido. Highway 95 through San Diego and Riverside County.

6/19 – Tech session at Discount Tire with PCA.

Anne proposed that we do a theatre event at the Old Globe theatre for Shakespeare's Midsummers Night Dream. The tickets are 58 dollars each.

Other Business:

Satakal stated that the LA chapter is holding an event at Cal Speedway on 5/26.

6/2 Newport Beach Concours D' Elegance. There is push to get more BMW's to the event. It will be located at the Newport Beach Central Park.

Oktoberfest is looking for an e36 an e46 that are stock or close to stock.

Ultimate Happy Hour at Mossy BMW in Vista

The meeting was adjourned at 7:55pm.

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The following advertisers offer a discount to BMW CCA members. You must show your membership card at the time of purchase.

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BMW South County: 15% – parts & labor

Charlie's Foreign Car Service: 10%

Chassis Masters: 10%

Hans Foreign Car Service: 10% Labor Only

La Jolla Independent BMW Service: 10%

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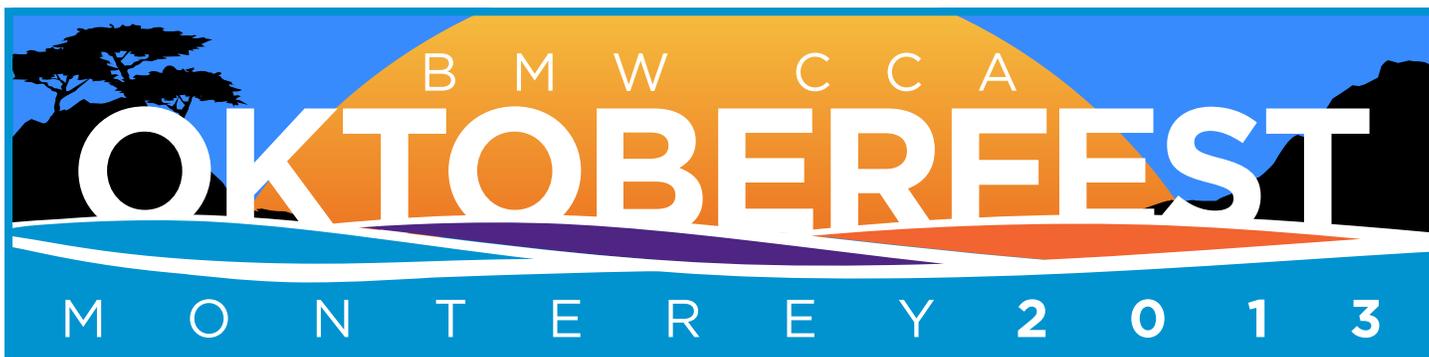
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August 19 – 24: Oktoberfest 2013 in Monterey, CA

It's here at last. You've always wanted to attend Monterey historic-car week, drive at Laguna Seca, and participate in Oktoberfest—so this will be the once-in-a-lifetime opportunity you've been waiting for! Oktoberfest 2013 will kick off in Monterey immediately following the historic-car races at Laguna Seca. Starting Monday, August 19, our host hotel will be the Hyatt Regency in Monterey, California—and the track, of course, is the world-famous Mazda Raceway Laguna Seca. Yes, finally you, too, will drive the Corkscrew!

But Oktoberfest 2013 is not just for track rats; we'll truly have something for everyone! Monterey is known for incredible scenery, the Monterey Bay Aquarium, Fisherman's Wharf, and the nearby vineyards in Carmel Valley.

As usual, there will be countless opportunities throughout the week for the socialites to mingle with fellow enthusiasts (many times over some delicious German beer—thanks to our sponsor, Spaten), the Q-Tip crowd can let their colors shine in Tuesday's concours, you can flex your artistic muscle in the photo competition, and let's not forget about the driving schools, car control clinic, autocross, rallies, and test drives for all the gearheads.

You don't want to miss this year's Oktoberfest. Plan now to be a part of the fun, friendship, and passion that can only be found at the "Ultimate BMW Owners" event—O'Fest!

To learn more about Oktoberfest, please visit www.bmwccaofest.org.



2013 Encinitas Classic Car Nights

Charlie's Foreign Car
751 2nd Street, Encinitas

Thursday, July 18
4:00 – 7:30 p.m.

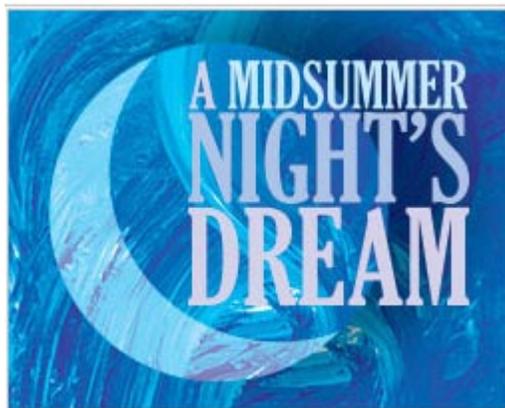


Join us for Brats & Beer, and exclusive parking, courtesy of Charlie's Foreign Car!

The streets of Downtown Encinitas will be rockin' and rollin' when **Encinitas Classic Car Nights** comes to Downtown Encinitas.

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A Midsummer Night's Dream

By William Shakespeare,
Directed by Ian Talbot

Saturday, August 10, 2013
8:00 PM

Lowell Davies Festival Theater, Balboa Park

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Photo: Lisa Goehring

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The 2013 Jack Cavanaugh Memorial Car Show, Clean Car Contest & Charity Auction

Sunday, May 19

We have never had a bad weather day for our annual show and this year was no exception. 65 BMW's and one MINI showed their well prepared cars on the grass at Spanish Landing, directly across from the SD airport.



OUR JUDGING TEAM

Gordon Anderson, Ron Perry, Mike Murillo, Don Duncan, Michael Burger, Ted Lange, Norma Anderson, Jim Lloyd, Darin Stephenson & Ray Mehr.



Photos: Lisa Goehring

OUR VOLUNTEERS

Jim Patterson, Diane Damon, Tom Newport, Rich Gehring, Thejusvi Ganesh, Don Duncan & Lawrence (Boots) Cuatico.



Photos: Lisa Goehring

AWARDS



Photo: Fred Larimer

MASTERS

Mike Burger 1988 535



Photo: Fred Larimer

SUPER CLEAN

- 1st Mashad Nazerian 2003 M3
- 2nd Bryan Hakola 1991 M3
- 3rd Gary Collins 1971 2800 CS



Photo: Fred Larimer

CLEAN

- 1st Darin Stephenson 1988 535iS
- 2nd Jim Lloyd 2003 M3
- 3rd Marty Poirier 2012 M3



Photo: Fred Larimer

JACK CAVANAUGH PERPETUAL AWARD

Chris Macha 1973 3.0 CS

OUR SPONSORS

BMW MINI of Escondido (Brecht) has been our main sponsor for the past four years and thank you very much. Others included: La Jolla Independent, AJ USA, Meguiar's, Bavarian Autosport, Black Forest, P21S, Autobahn, All German Auto, SD Motoring Accessories, Turner Motorsports, Maximillian Importing, UUC, Motive Products, Griot's Garage, Lanka, & Stoner Solutions.

A special thanks to Neil Daly of Oceanside Motorsports for providing Brats and soft drinks.



Our designated charity, the San Diego Chapter of the United Ostomy Association, will receive a check from your club for \$3,000 as a result of this event. We have contributed over \$43,000 to this charity since the early 1980's.

See you next year – Sunday, May 18th

The Wachsmeister



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Joint BMW CCA and PCA Tech Session

Falken Tires at Discount Tire

Wednesday, June 19



Photos: Lisa Goehring

Early OktoberFAST Autocross



Photos: Lisa Goehring

Get the best time at our ahead-of-time autocross on **Saturday, August 10th!**

Online Registration will be open from July 20th – Aug 6th

Register Online at <http://sdbmwcca.motorsportreg.com>

Since the BMW CCA Oktoberfest is early this year, OktoberFAST is too! Make sure you and your BMW are ready for the great driving events at Laguna Seca by running with us in Qualcomm's West Lot. We'll practice on our own versions of The Corkscrew, Rahal Straight and Andretti Hairpin!

Register early and don't be late to our early OktoberFAST!

Our sincerest thanks to BMW of El Cajon for their continued support of our Autocross Program!

Note: We do run if it's raining—you'll learn more and your tires will wear less—so if you see some unusual drops of water falling from the sky, grab your raingear and head to the Q! Also, the helmet standard has changed to require Snell 2005 or 2010 ratings. Check yours now to be sure it's up to date—rentals are limited.

The entry fee is \$65, including breakfast items, lunch and beverages. You can pay online if you register in advance at <http://sdbmwcca.motorsportreg.com>, or with cash or check if you wait to register onsite. You must be a BMW CCA member to participate, and you can join

online at www.bmwcca.org in advance. Please print and bring your membership confirmation if you have not yet received your BMW CCA membership card. We check membership of all participants at the gate. Our Chapter autocross policy gives priority to members who are driving BMWs or MINIs. Members driving non-BMWs will be allowed to participate if space is available.

REMEMBER: IF REGISTERED ONLINE, BRING PROOF OF MEMBERSHIP AND ARRIVE BY 7:30 (BEFORE ON-SITE CUT-OFF) TO KEEP YOUR RESERVED SPOT

When you arrive:

1. If you registered online, stop at the gate to sign the waiver and notify the Gate Greeter. Your name will be checked off the pre-registration list. All participants must show their BMW CCA membership card. Those who did not register online will receive a numbered card at the gate in their order of arrival; take it to the Registration table. There is no guarantee that spots will be available for those who wait to register the day of the event.
2. Empty all loose items from your car, then go through the Tech Line and have your car inspected. Bring your Tech card and you will receive Tech and helmet stickers.

3. Take Gate card and Tech card to Registration to get checked off for pre-registration or pay your \$65 entry fee. You will receive car numbers to place on your side windows.
4. If you don't have a helmet, you can rent one from the club for \$10.
5. Your entry fee of \$65.00 includes one lunch and unlimited beverages. Additional lunches can be purchased at Registration for \$7 each.

Gates will open at 6:30am; tech and registration will open at 7:00am. Tech will close at 8:20am and no cars will be inspected or allowed to run after this time. There is a mandatory drivers meeting at 8:30am and the course opens for runs at 9:00am.

Car Classifications:

- 4C** ALL 4 cylinder BMW models (except E30 M3)
- 6S** Stock 6 or 8 cylinder BMWs up to 295 factory horsepower
- 6M** Modified 6 or 8 cylinder BMWs up to 295 factory horsepower
- TS** Stock 6-8-12 cylinder BMWs over 295 factory hp, M cars before 1994
- TM** Modified 6-8-12 cylinder BMWs over 295 factory hp, M cars before 1994
- MS** Stock M cars, 1994–present
- MM** Modified M cars, 1994–present
- MC** ALL R-class MINI Cooper models
- X** ALL non-BMW or MINI models
- G** Gold Class for all Instructors, opt-in drivers, and cars with slick tires

Stock classes permit any size wheel and tire; non-stock shock absorbers, bushings and strut braces; any brake pad material (brakes must be stock-size), any air filter or cold air intake or cat-back exhaust; and naturally-aspirated cars may use aftermarket engine management software. Tires must be 140 treadwear rated or higher in Stock. ANY other performance modification, including but not limited to springs, "R"-compound tires, and engine software for turbocharged/supercharged cars, puts the car in Modified. Non-DOT tires (i.e. slicks) on any car place it in Gold Class. All cars must be under a 92 dB noise level to be driven at Qualcomm—and we'll be checking. Our car classes are kept simple so we can use the honor system.

Women drivers and Novices are classified based upon the car they are driving. We also award a Women's Class trophy to the woman with the fastest time, and two Novice trophies to the two fastest novices. This means women and novices will be eligible for multiple trophies. For example, a very fast novice could win a novice trophy and a trophy in his car class. Remember, you are only a novice for the first and second time you autocross, and if you win a trophy you are now a ringer, not a novice.

QUESTIONS? Contact Jim Patterson at: sd-autocross@sdbmwcca.com.

ATTENTION NEWCOMERS: See the Autocross Tips at www.sdbmwcca.com to get a better idea of how to prepare for this wonderfully addictive sport for your first time.

See you at the Q!





Driving in Deutschland

by Dan Tackett

Our Bimmers were born to drive on the legendary Autobahn. So how wonderful is it, really? To find out, I recently “helped” Paul Silver to pick up his new Euro Delivery Porsche Boxster S, since he’s an Autobahn newbie and my first drive there was nearly 30 years ago (when I was, let’s say, only 16). To bring you this story, we drove about 2500 miles in 11 days. All in the name of research, you understand.

As expected, in unlimited-speed sections, driving is absolute bliss! Lanes are wide and smooth, curves



are gentle and slopes are gradual. Best of all, everyone pays attention to the traffic flow! Germany has very high standards for licensed drivers, and you can really tell the difference. Passing on the right is prohibited, to

keep driving predictable, with most drivers signaling and moving to the right as soon as they pass slower traffic (because the closing speed of a truly fast car can be dramatic!). Drivers are very good at using turn signals, so when YOU are the fast car, you know the driver ahead sees you and plans to move so you can maintain momentum. You almost feel like Moses himself parting traffic (in his Red C-Class of course) as drivers clear out of your way. This careful attention to driving well results in a lower death rate on the high-speed Autobahn than we have in the US.

Some design features of German cars are better understood in this Autobahn environment. The one touch/3-flash turn signals make sense, to signal while keeping both hands firmly on the wheel. Faster cars usually run with headlights on to stand out. The new popularity of LED daytime lights on most German cars (starting with angel eyes on BMWs) also make sense; now you see all cars coming from far behind, but you know who’s serious with their actual headlights on. The cup holders that American

drivers like to complain about really are an afterthought for export cars, because German drivers wouldn’t even THINK of holding a beverage while driving at speed. And for times when a big truck (or Eastern European driver) pulls out unexpectedly, German cars have excellent brakes.

Autobahn design also contributes to efficient expediency. Our Interstate highways were patterned after the Autobahn network, which President Eisenhower studied when he was still General Eisenhower in Germany after WWII. Specs for the “original” create roads that are straighter, smoother and wider than ours. Routing generally goes between and around cities, rather than through the middle of them, reducing traffic congestion. Exits are few, resulting in less merging. Clear signage



lists the towns and attractions at each exit. Billboards are banned to minimize visual distractions. Signs are large and clear, often resembling a map of complex interchanges so you know which lanes go where. Off ramps have countdown signs for 300m, 200m and 100m (just like race track braking markers!) to adjust down from high speed. Closed-circuit TV cameras and sensors allow close monitoring of traffic conditions, with electronic signs to warn of weather conditions, temporary speed limits, and traffic. When there is a traffic jam (stau), the signs impose speed limits progressively from unlimited to 130

km/h to 100 km/h to 50 km/h for a “soft landing” into the slow traffic. Smart traffic engineering.



Contrary to popular opinion, the Autobahn is not top speed everywhere all the time, though. About 40% of the Autobahn is unlimited, but near major interchanges or congested areas, a speed limit of 120 km/h (75 mph) is often imposed. To maintain high

road standards, a lot of construction zones feed into temporarily-narrowed lanes with speed limits of 80-100 km/h (50-62 mph). We saw some areas slated for future construction, with a “bumpy road” symbol and a 100 km/h speed limit. But the road wasn’t any rougher than many Interstate miles, yet the Germans consider that substandard and unsafe for fast travel! Many drivers self-limit their speed to 80-110 mph due to high fuel costs. While Paul’s Porsche engine was still breaking in, we didn’t go much over 100 mph, and when we were passed, it was usually by an Audi or BMW diesel wagon! Can’t let the kids be late for soccer practice...

Could this work in the US? In a word, no. Our low standards for driver’s licensing and a perception that driving is a right instead of a

privilege leaves us with all of those lousy drivers we see every day. Looking and thinking ahead? Putting down the cell phone and Big Gulp while driving? Using turn signals? Being able to handle changing condition-based speed limits? Not gonna happen here. Most cars here aren’t maintained well, and none are inspected for safe high-speed travel. Many Americans are unwilling to pay for infrastructure costs, building and maintaining roads to the German standard or offering mass transit that’s a realistic alternative for disinterested drivers. Our society just doesn’t place any priority on competent driving. So, if you want to experience a real-world laboratory of driving excellence, get on a plane to Germany and to a car rental counter (Hertz and Sixt have nice BMWs) to appreciate an environment full of people like us!

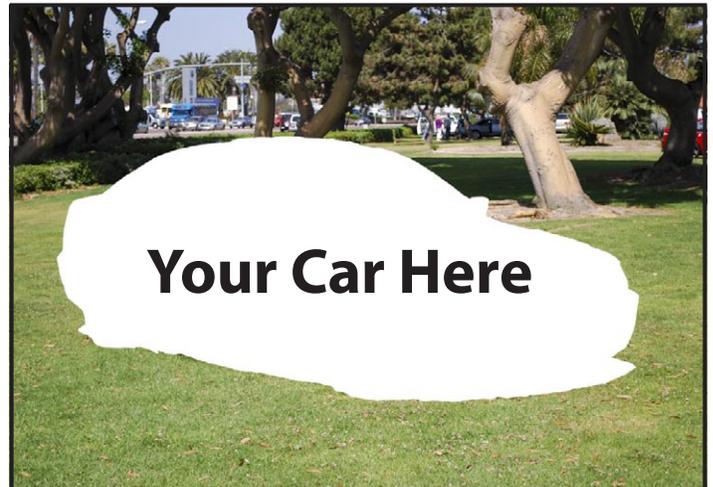
Photos: Dan Tackett

Have a story to tell?

If you’d like to share a brief story about your car, an experience you had at an event, what you love about the Club, etc., let us know!

Include a high-resolution photo(s) with your submission, and email to: sd-newsletter@sdbmwcca.com

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Want to show off your car?

If you’d like to be featured in our Member Spotlight, send in a brief story about your car, an experience you had at an event, what you love about the Club, why you joined, etc.

Include a high-resolution photo with your submission and send to: sd-newsletter@sdbmwcca.com

Nordschleife!

A Newbie Visits Automotive Enthusiast Mecca

By Paul Silver

It's been a place of competition since it was built in the 1920s. And it has become a place to test. Automobile manufacturers test new models and people test nerves and skill. The Nordschleife, or north loop of the Nurburgring calls to driving enthusiasts around the world, as one of the most challenging road courses in the world. And, thankfully, one that has time dedicated to those enthusiasts.



Open track time at the Nurburgring is known as "touristenfahrten," or tourist driving. On some evenings and on weekend days, the tracks are open to the paying public, both the Nordschleife and the Grand Prix track, where Formula 1 races are held in alternating years. But it's the Nordschleife that attracts

the most attention; the track nicknamed "The Green Hell" by driver Jackie Stewart, referencing both its difficulty and all of the trees and grassy areas along the course.

During my recent visit to Germany to take European Delivery of a new vehicle, I heard the siren call, and found myself in the Eifel Mountains, at the Green Hell. Well, actually, it was a planned visit. Of the three days in the Rhineland Palatinate, two were reserved in the itinerary for drives along the Rhine and Mosel rivers and one for some track practice at the Nurburgring. I was lucky enough to have an ace instructor in the car with me, as Dan Tackett accompanied me on my trip, both as tour guide and as driving coach. Dan purchased a four-lap "ring card" for our use, and went first, so I could see the track and how things worked. It was Dan's first time back there in several years, though it was easy to see that his decade or so of being a driving instructor at the annual Nurburgring driving school had left its mark. Dan talked his way through the course, explaining the different turns to me, as well as



the rules for passing. There are no "point-bys," as there are in our HPDE driving schools. Instead, if you note a faster car coming up behind you, you put on your right turn signal and move to the right, letting the car by. Sort of like being on the Autobahn.

After Dan's heart-stopping first lap, it was to be my turn. I must admit, I was a bundle of nerves. I've been on tracks only a few times, so I was more than a bit apprehensive about The Green Hell. After a short break to catch my breath and check out many of the awesome cars people had brought out to conduct their own testing, I decided it was time. We got back in the car and I drove up



to the starting gate. A wave of the card in front of the sensor raised the gate, and I was off. After a chicane of cones to prevent drivers from peeling out, the track opened up to a nice straight, with which one can gain some nice speed. My coach calmly talked me through all of the turns, telling me when to move to the right or left, when to brake, and when to get back on the accelerator.

Photos: Paul Silver

The Nordschleife is about 20.8 km, or 12.9 miles. As a comparison Chuckwalla, where we hold our HPDEs, is just 2.68 miles. A single lap of the Green Hell is nearly five laps of Chuckwalla! And every turn is different! One would think that roughly thirteen miles on a racetrack would be a long ride. And it is, I guess. But the time (I didn't time myself, but I am sure it was more than ten minutes) really seemed to go by very quickly. It seemed more like 3 or 4 minutes, more like a couple of laps at an autocross, than the distance it really is.



I did better than I expected. I was able to be smooth and stay on the line, for the most part. And I was very lucky on my first lap to not

have a lot of faster cars on my tail. I actually was able to pass a few cars myself, a boost to my self-esteem! I am sure my coach had a lot to do with this.

Dan next took his second lap, and this time he pushed a little more. It was quite the ride. Who needs roller coasters when you have fast sports cars and this track?

My second and final lap, according to Dan, was better than my first, but it somehow didn't feel as good. Maybe it was the faster cars forcing me to move off-line to the right several times. Or maybe it was the fact that there was a caution at one of the corners that slowed me down briefly (sadly, it was due to a crashed BMW that left debris on the track. Luckily, no one was injured.). But, this lap, too, was too quickly over. Maybe that's why it didn't feel as good as the first.

If you ever find yourself in Germany (and you should!), I do recommend a visit and a drive. There's nothing quite like it.

Do YOU have a story to tell?

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Ted Lange, E-mail: advertising@sdbmwcca.com**

Our Two County Cruise Reviewed

The weather was kind to San Diego BMW participants on Sunday, June 2nd. It was a little overcast at first and then sunny for the rest of a delightful run. We met at Escondido BMW Service Center to enjoy some breakfast pastries, coffee and bottled water. The Service Center display area was very attractive with a TV, sitting area, and even a new specially



Photo: Jojo Gonzales

equipped M3 on display. We want to thank Mr. Brecht and his employees for opening up the center on a Sunday and supplying our members with morning refreshments. Of course, further thanks goes to our long-standing member, Rich Gehring, for arranging the ideal meeting place for the cruise group.



Photo: Lisa Goehring



Photo: Lisa Goehring

The cruise went off without any problems. Although, there was one green left turn arrow to Centre City Parkway which only allowed three cars to go at a time. With 43 BMW's and a few local drivers trying to make that left turn, it became quite annoying and time-consuming!



Photo: Jojo Gonzales

We had 57 participants which included three children. Our first rest stop was at the small village of Rainbow. After that we traveled to Highway 79 in Temecula and headed south through back country mountains to Santa Ysabel. Then we traveled on to Ramona on Highway 78 and down the twisty highway to Escondido. The final stop was Mike's BBQ for a great lunch and some interesting conversations. It was another fun cruise. The Club is planning another run in September. We will keep you informed of the next date.

—Jim Lloyd



Photo: Lisa Goehring



Photo: Lisa Goehring



Photo: Jojo Gonzales

CARS FOR SALE



2002 BMW Z3 Coupe

(Very rare!) Black on Black with 61K miles, 5 Speed manual transmission, Heated Seats, Moonroof, Harmon Kardon Premium Stereo, super

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PARTS FOR SALE

Michelin Pilot Sport 2 (PS2's)

I have a pair (2) of PS2's, 245-35-19, that were just removed from my car. They are original front tires on my BMW M3 and they have 16,000 miles on them with very good tread life left. They were only on the front since I have staggered sizes front and rear so they have a lot of life left in them! They have a manufacture date stamp of 2010. They have never been patched or repaired in any way and have very even wear. I just bought a set of 4 new tires so my tread pattern on the rear would match the fronts. I prefer to sell the pair together for \$180 but I will sell individually. They are the "XL" extra load rated version. I am happy to email some good pictures. Call, text or email Jason Mills @ 619-723-5140, jmills@pssd.com

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3 We're building a new facility to serve you.

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