



# DAS RAD

NEWSMAGAZINE OF THE CENTRAL CALIFORNIA CHAPTER BMW CCA

April - June 2017

VOLUME XXXI No. 2

## GERMAN MUSCLE



BMW E30 M3



MERCEDES  
AMG HAMMER

## LEGENDS OF THE AUTOBAHN 2017

### New monthly meeting location!

After several months of searching for a new monthly meeting 'home' we are excited to announce that our chapter will be meeting at the Yosemite Falls Café in Clovis. The café is just East of Clovis Ave 'across the street' from the Sierra Vista Mall. The address is 1455 Shaw Ave., Clovis.

Please join your other BMW friends and club members on July 5th. Dinner hour from 5:30 to 6:30 PM.

Hope to see you there!

### Legends of the Autobahn 2017

And here it is again... Another trip around the sun and another version of Legends is but 2 months away.

We have barely recovered from last year's epic event celebrating 100 years of BMW and here we are off and running planning on the 101st!

BMW will be celebrating the 30th anniversary of the introduction of the e30M3, an iconic vehicle in its own right and will have many examples on display.

Mercedes-Benz is celebrating the 60th anniversary of AMG and will be well represented on the field.

I'm sure Audi has some surprises for this year as well.

Pictured above left is the graphic that will be used on the event t-shirt and I'm sure on some posters.

If you have not registered already for Legends and the Festorics weekend do not wait till the last minute. These t-shirts will likely sell out.

Go to [legendsoftheautobahn.org](http://legendsoftheautobahn.org) to register or you can find links on the CCA website.

Do YOU know the way to Monterey? See you there!





What a great day in the sun at BMW's Performance Center— West near Thermal. Good times in M2's M3's and M-4's. Needed much more time on the skid pad! Needless to say, it was VERY slick.

AUGUST 18

BMW CCA  
2017 FESTORICS

Events Presented By:

AUGUST 18-20

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### Statement of Purpose

The CENTRAL CALIFORNIA CHAPTER of the BMW Car Club of America, Inc., is an independent group of BMW owners and is not associated with the manufacture, importer, or dealers of BMW automobiles. Open Board meetings are held as announced in this publication. DAS RAD and DAS KAMMRAD are publications of the Central California Chapter and are provided only for the members of the Central California Chapter of the BMW Car Club of America, Inc. The ideas, opinions and suggestions expressed in these publications are those of the several authors, and no authentication is implied or expressed by the editors or publishers. Any suggested modifications to BMW automobiles within the warranty period may void the warranty. Articles submitted are subject to editing. Contents may not be reproduced without expressed written permission except by the BMW CCA and its chapters.

### Presidents message:

Gawd its HOT...! But that's the price you pay to live in the Valley. If its not the Tule fog then it's the heat.

Big news! We have for now found a new home for our monthly meetings. That would be Yosemite Falls Café in Clovis , 1455 Shaw Ave. (just East of Clovis Ave on the North side of Shaw Ave.) Same schedule: dinner hour @5:30, meeting @ 6:30. Be there!

Also our 'club event' for July will be taking part in the Cars And Coffee event on Saturday, July 1. This will be held at the Fresno Porsche dealership lot (adjacent to the Fresno BMW dealership). Get there early to grab a spot ( we will do all we can to reserve some spots for the BMW club if possible). Should be fun and will likely finish up by late morning.

Lastly, don't forget about Legends of the Autobahn, our premiere West Coast BMW event, Friday August 18, 2017.

Details in this issue. C U there!

### An important note...

As many of you are aware, we have been using electronic media ( email) to inform you of important notifications... deadlines, meeting location etc. PLEASE make sure that your BMW CCA 'profile' is up to date as we use that database for which to send out e-messages. If you have changed you email address, please make sure you change it via the BMW CCA website. Otherwise you will not get current notifications. Thanks

### Calendar of Events (tentatively speaking!)

- |               |   |
|---------------|---|
| <b>July 1</b> | <b>Cars and Coffee<br/>Porsche dealership, Fresno 8 AM til ?</b>                                  |
| <b>July 5</b> | <b>Monthly meeting<br/>Yosemite Falls Café, Clovis<br/>Dinner 5:30-6:30, Meeting after dinner</b> |
| <b>Aug 2</b>  | <b>Monthly meeting<br/>Yosemite Falls Café, Clovis<br/>(as above)</b>                             |

**August 18-21 Legends of the Autobahn and Festorics**

**Come to the meetings!  
Add to the fun!**

## McMillan Canyon Drive Dave Warner

Don't get too excited about the name of the road, drivers – this is no typical “grab that door-grip, honey, there's my favorite sign!” curvy canyon road – you'll know what I'm talking about when you get to the end of the story. The day started out well enough. In fact, it started out great with breakfast at Harris Ranch followed by a rambunctious romp over 198 and assorted narrow back-country twisties. But we had no hint of the very un-BMW-like drive that was awaiting us on the way home, as the sun set...

Coming back to the Valley from the coast, we nearly always take the “shortcut” from Atascadero, on Hwy 41. More on that magnificent road in a future story, but this story starts as we dropped down towards Shandon, already contemplating (prematurely, it turns out) a glass of wine and a cookie back home, in under two hours of easy highway driving. That's when we noticed – off in the distance across the valley – that Hwy 46 heading east (in our intended direction) was at a dead stop. Car after truck after car, nose to tail, not moving. Oh, no. Not a lot of alternative options to get home to Visalia that didn't add 100 miles or so to the trip. Cars that were trying to get around the traffic jam were flooding into tiny Shandon, creating dead-stop traffic jam conditions there, too!

Deb jumps on the iPhone, “Hey, Apple Maps is telling us to turn around and take McMillan Canyon Road. It'll take us all the way around the accident!” It turns out that there was a terrible multi-car/truck accident earlier in the day at the intersection of Hwys 41 and 46, but Apple Maps was telling us we could still be home in a couple of hours, just by following its directions!

So we did. We flipped a U-turn right in the middle of grid-locked Shandon, backtracked a couple of miles to Hwy 46, and drove straight across it onto McMillan Canyon Road. I was a little nervous about it – we're talking about a ten-mile excursion into the unknown. But the road we saw in front of us was pretty good (decent pavement, almost two cars wide) and the option was sitting in traffic – so we went for it!

A couple of turns up the road we saw a pretty wonderful sight – just in front of us, glowing on top of the foothills that were now almost fully in the shadow caused by the setting sun, was a small Spanish-style chapel, almost radiant in the soft red-orange blush of the sunset. We found out later that it is a wedding chapel, but at the time it just looked like a good sign for the road in front of us. And the next few miles didn't disabuse us of that idea – it was a nice curvy canyon road, a little narrow to be too exuberant, but mildly entertaining in its twists and rhythms.

Perhaps the fact that the chapel was the last sign of humans we saw on McMillan Canyon Road should have prepared us for our first sight of the end of the pavement, and in fact, subconsciously, I guess I was ready. I didn't feel any real surprise, and the dirt/gravel surface beyond the cow grating was very nicely groomed for as far as we could see in the fading light.

We were about four miles into our ten mile journey, at that point, and starting to feel committed, so we continued down McMillan Canyon Road. We caught up to another car shortly after the road turned to dirt – it was an Audi, and he seemed to be a little more tentative on the dirt road than I was, maybe he was feeling the washboard surface more than we were (I could see it, but my stiff suspension seemed to kind of float over it). We backed off a little and soon came to a fork in the road – one fork nicely groomed, and one fork, well, less nicely groomed. In this situation, I took the road more traveled! Almost immediately, two things happened: one, Deb (following our progress on her phone) tells me she thinks we turned off the correct road, and two, we found our way blocked by a large ranch gate. Back up. Take the road less traveled. Robert Frost would be proud of us. Plus, we're six miles into the bypass – we're committed.

The Road seemed intent on making us doubt our choices, however. It gradually turned into one of those two-rut paths though hilly pastureland used far more by cows than by cars, with a strip of grass about 8-10 inches tall growing down the middle. I spent the majority of the time with my left tires on the center strip of grass, and the right tires on the pastureland. It worked! We avoided banging into almost all of the serious washouts caused by recent rains! The last few miles was a slow process, straddling the right rut, occasionally and carefully inching past a car going the other direction. We were assuming that these were cars that were also going around the accident, heading west toward the coast. But after creeping by the second car, we started wondering: what if these were cars that had gotten to such a bad section of road they just gave up and turned around?! We could be heading towards an impassible ravine, for all we knew!

So, the next car that passed us, I rolled down my window and waved them down – we were so close to each other I think I hit their driver's side mirror as I waved. The nice young couple told us that we only had a couple more miles, and that the road didn't really get any worse than this! We filled them in on what lay in front of them, and soldiered on. Without further drama, as it turns out. McMillan Canyon Road empties onto a paved section of the Cholame Valley Road, which in turn led us back to Highways 41 and 46, right where they come together east of Cholame.

Catching up to the Audi on the pavement, we saw that his license plate was hanging by one screw after all the shaking he had endured! But that was the extent of the automotive carnage that we witnessed that day. We're kind of glad we were forced to experience McMillan Canyon Road. We avoided ten miles of backed-up traffic and significant twisted automotive metal, and saw some neat, rarely seen, countryside (and a surprise wedding chapel). While we don't highly recommend McMillan Canyon Road as an ordinary alternate path for a day-trip to the coast, we do recommend (and generally take) the road less traveled, and, with apologies to Robert Frost, that has made all the difference.

## Cars and Coffee

### Porsche Fresno (on Palm, just North of Herndon)

**Saturday, July 1**  
**7:00 Am til ???**

Come one, come all! Join the automotive ‘gang’ for a morning of mingling with car enthusiasts of all makes, models, exotics and ‘kick some tires’!

These events are VERY popular and the spaces fill up fast. Although not a sure thing, attempts will be made to have the BMW attendees in one spot.

Get there early. This will give you a chance to get the summer dust off your ride.

C U there!

## An “M-pressive” Day in the Sun

Wayne Wundram

This past weekend I had the pleasure of attending the BMW CCA sponsored M school at the left coast’s BMW Performance Center in Thermal, CA. This was basically the best parts (they are ALL good parts) of their 2 days school condensed into a one day format.

Now, I am not new to driving schools (HPDE) having attended many over the course of the last 30 or so years. However most of my educational experiences were in early 70’s 2002 models and later in my e30 M3. Learned A LOT back then (the e30 is still a joy to drive...!) For reference I last attended a HPDE school at Buttonwillow some 10-12 years ago. Oh... I just remembered, I did one school in a 95 e36 M3.

A LOT has changed since those days.

This article will address my impressions of the Performance Center, the staff and the ‘curriculum’ taught during the day.

I had seen only pictures of both the East and West coast facilities prior to my visit so I did not quite know what to expect in person. All I can say upon entering in “WOW”. Nestled in between groves of date palms, the facility looks a bit out of place. It is a spectacular glass and stainless structure with shaded staging areas. And for the day there were several rows of M2, M3 and M4 models waiting for their drivers to give them a thorough thrashing.

After checking in with the staff, meeting other students and touring the facility we were invited into the classroom (one of two) for introductions to the instructors and an overview of the days ‘lessons’.

Our chief instructor, Adam, speaking with a wonderful Carolinian ‘drawl’ covered the basics of proper seat positioning, the safe use of the head ‘restraint’ and seat belts.

Also stressed was the proper hand positioning on the steering wheel with much talk about ‘hand over hand’ techniques. We covered the basics of oversteer, understeer, braking, apex issues and the like. After about an hour in the classroom, we broke into 3 separate groups and began the day’s lessons. ( I really can’t remember which M-car we had for each segment

All 3 groups rotated to the next site after each lesson was completed and we were paired up 2 to a car. Our first lesson was the skid-pad training with a wet and very slick polished concrete surface probably at least 200 feet in diameter. Students from Northeast had an advantage having grown up driving in ice and snow and it was evident they had a better grasp of what ‘slick’ means. One could not be aggressive with the right foot on the skid pad... a mere breath on the gas would immediately result in terminal oversteer. And, of course, the lesson here was how to control you skid. (I believe everyone ultimately spun out, many with a flare usually found in circus-like settings and always with a cheek to cheek wide grin!) I will digress at this point and say that out of all the segments of the day’s training, the skid pad would have been my choice to spend a couple of hours developing THAT skill as on the left coast we just don’t get the wet opportunities very often.

The second segment consisted of proper cornering techniques. This included HEAVY braking, setting up for proper ‘turn-in’, hitting the apex ‘just right’, acceleration and finally aiming for the exit cone. All done with gradual increase in speed. Avery nicely done lesson. I believe we were in M4 models (nice brakes...!)

Our third segment consisted of single laps around one of the short courses on the site. We were in M2 models for this drill where we practiced proper turn entry and exits with single and double apex turns. By the way each car had a 2 way radio so the instructor could critique and correct any mistakes (there were many) made by the students. This drill was done ‘at speed’ but with no forced orders to go faster outside of your ‘comfort zone’ Each student had at least five ‘laps’ before changing drivers. (continued. next page)

## Late racing news...

### Porsche wins 2017 24 Hours of Le Mans!

(I know this is a BMW publication but its still news!)

Porsche pulled off a miracle finish at the 2017 24 Hours of Le Mans on Sunday when it’s No. 2 919 Hybrid LMP1 driven by Earl Bamber, Timo Bernhard and Brendon Hartley crossed the finish line first, despite being stuck in the pits for over an hour at one point.

The miracle was made possible due to reliability problems that plagued Toyota’s TS050 Hybrids. Hopes were high of a first Toyota win when the pole position-winning No.7 TSO50 Hybrid led for the opening 10 hours, but a clutch problem meant the car had to retire.

The No. 8 TS050 Hybrid had also been in contention for almost eight hours until an issue on the front motor cost it almost two hours in the pits. It rejoined and finished ninth, setting the fastest lap late in the race. Recall, Toyota missed out on the overall win last year—in the closing minutes!—also due to reliability problems.

Toyota’s No. 9 TS050 Hybrid was knocked out of this year’s race when it was hit from behind by a LMP2 car. It, too, was forced to retire although was never in contention.

Porsche had reliability problems of its own. Its No. 1 919 Hybrid led for much of the race, and even built a 13-lap lead at one point, though it came to a stop due to a lack of oil pressure and was forced to retire. And the winning No. 2 car, as mentioned, was in the pits for over an hour, due to a front motor problem.

This led to some brilliant racing. Having rejoined the field 18 laps behind the leader, at 56th, the drivers of the No. 2 919 Hybrid sliced through the field, thanks mostly to the efforts of Hartley. On lap 330 for the No. 2 car, an LMP2 was still in the lead. Then, on lap 338, Bernhard took the lead. His penultimate fuel stop was after 351 laps, after which he made a final splash & dash. After 367 laps in total, Bernhard took the checkered flag.

The win was Porsche’s 19th overall in the French endurance classic, further reinforcing the German firm’s status as the top manufacturer in sports car racing.

With the Le Mans race, round three of the 2017 World Endurance Championship, now over, Bamber, Bernhard and Hartley now move into the top spot of the 2017 Drivers’ Championship with 83 points apiece. In the Manufacturers’ Championship, Porsche leads with 111 points. Among the GT classes, Andy Priaulx, Harry Tincknell and Luis Felipe Derani lead the Drivers’ Championship, while Ford and Chip Ganassi Racing lead the Manufacturers’ and Teams’ Championships, respectively. The next race on the calendar is the 6 Hours of Nürburgring in mid-July. (excerpts from Motor Authority, by Viknesh Vijayenthiran)

Look for BMW to return to the 24 Hours of Le Mans in 2018. It will be their first time back since 1911.

The next segment just before lunch was a spirited 'balls out' straight line acceleration run for about 200 yards with HEAVY braking to do a quick 180 around a pylon to again accelerate for about a 100 yards with a quick stop within a pylon 'box'. This was done side-by-side with another driver much like a drag race. God, these cars have GREAT brakes!

Then, thankfully, we delayed the fun and games for a wonderful lunch. And, yes the Performance Center has a fully staffed kitchen and the food was great! And after a much deserved rest period it was on to the afternoon segments.

We returned to the skid pad for what was called the 'rat race' where 2 cars were on the skid pad at the same time 180 degrees apart both going in clockwise direction. From a standing start, the 'race' began with both cars trying not to spin tires while accelerating. (It WAS a challenge to just get moving...) The you had to turn with spinning out (even more challenging in a 'race') this was done for 3 or 4 laps or when the instructor 'called' the race when the loser just gave up whilst performing impressive (yeah, right...) 360's. Was a great drill... just wish I could have had more time there.

Our next 'drive' got more serious with several nonstop laps at speed around another section of the course. Again this was done as fast as comfortable with the instructor shouting out where you missed the apex or turn-in point. I believe we had 5 or 6 laps in M2's before switching drivers.

Moving on to the next segment. This was a timed lap (much like an auto-x) with spirited acceleration around a 28 second course and a forced stop inside a pylon box. One practice lap and then 3 timed runs.

Our final segment was the highlight of the day as we drove across the way to the brand new road course that is one of 3 tracks inside this private development much like a private country club but instead of greens and tee boxes there are burms, pit lanes and many, many acres of asphalt. The idea is to plop down several of your many millions of net worth to buy a lot then plop down another couple mil to build your own 4-5 thousand square foot 'man cave' mansion and then go out and run your race car on which ever track is open. Beats hitting a little round ball!

Anyhow, this segment was a fitting way to end the day. After 5 laps around the track (with spirit) we had to call it a day. The track is exceptional. Its just unfortunate we couldn't spend more time there.

To end the day we met back in the classroom and discussed the days events, applauded all the instructors and staff and had a chance to by M goodies in the nicely stocked boutique. Overall the Performance Center gets high marks for a very informative school. I re-learned a lot of what I had forgotten over the years and actually am motivated to do some CCA HPDE schools. And, should the opportunity come up to visit the Performance Center (East or West) would I go? Hell, yes!

## Rick's Ramblings.....by Rick Kapheim

It is the year 2087. There are only four major countries left (You can guess who) and a smattering of failed states.

The good news is that we have several million people living on Mars and a few outpost on the moons of Jupiter. We have done away with several diseases that afflict us and there are fewer accidents on the road.

The bad news is that we are not living longer due to increased weight gain (lack of physical activity). Our privacy has been gone a long time and the government tracks us anywhere we go, especially in our vehicles.

Most of the people in America still travel by car, they just don't drive them anymore. Everyone is in a silver pod of some sort that takes them anywhere they want to go. If you travel more than you are suppose to (as calculated by the Feds) the government will let you know that you are on notice.

BMW went from the Ultimate Driving Machine to the Ultimate Luxury Machine, but after awhile it did not matter. Google makes most of the cars now (Along with their subsidiary Tesla). Porsche was the last to go, but even it made the fateful decision to go full autonomous.

People that afford them still buy or lease their vehicles. Others rent them as a service. At first it was thought by the central planners of Google and the Gov. (This is blurred at this point!) that everyone would just share their vehicles, but it was found that many did not take care of them on the inside and people wanted to have control over their comfort zones. These pods are not painted to save weight and all look pretty much the same on the outside. Google refuses to release their profit margin on these vehicles.

But there is hope. It has been rumored that there are pockets of people that refuse to go along with the new order. These people paint their cars and clean/shine them with products smuggled in from Tacoma Washington. They actually drive their own cars. They meet secretly and talk about their cars. These people call themselves The Club. Their motto is Drive Well and Drive Often.

The various highway patrols are small now, since almost all traffic is automated. The few highway patrol units are robots. The police are having trouble catching The Club. Something to do with robots having trouble with hitting the apex correctly.

The future is what we as a people make it.

Drive!



Above: Our chief instructor, Adam, demonstrates improper seating position  
Left: There were some spirited off road experiences!



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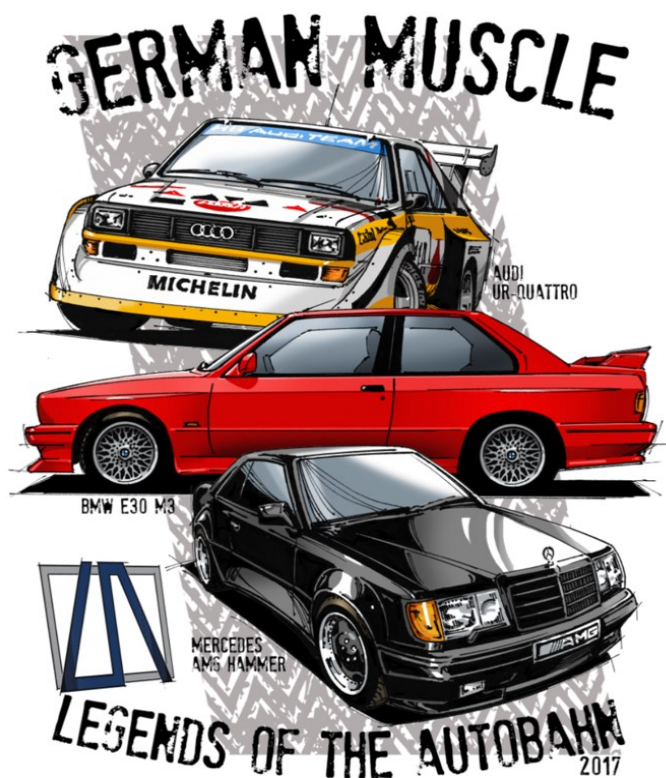




# DAS RAD

Newsletter for Central California Chapter  
BMW Car Club of America

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## Things not to miss....

**July 1**      **Cars and Coffee, Porsche Fresno dealership 7:00AM til ???**

**July 5**      **Monthly Meeting , Yosemite Falls café, Clovis**

**August 2**      **Monthly Meeting, as above**

**August 18**      **Legends of the Autobahn, Monterey**

**August 19-20 Festorics 2017, Mazda Raceway (Laguna Seca) Monterey**

**Also, Oktoberfest 2017 originally scheduled for New Orleans in July, has been rescheduled. Oktoberfest 2017 is now scheduled to begin on October 31! Wow, Halloween in New Orleans! Don't miss this one!**