



2017 Jack Cavanaugh Memorial Clean Car Contest



Photos: Travis Sterne

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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

Welcome to Summer
BMW CCA Members!!!

Summer is finally here, which is the reason why most of us live in San Diego in the first place. Some of us will get to enjoy it more than others. One aspect of summer I don't enjoy is jumping in and out of cars baking

in the sun at my work. It's times like this that black on black BMWs are just too hot to the touch!

It's a crazy world out there in BMW land. If you haven't heard, we will be losing Qualcomm stadium at the end of 2018! That is over 40+ years of autocrossing we will no longer be able to do at the Q. The copious amounts of real estate they have for a parking lot have allowed our club to host many driving programs over the years, including Car Control Clinics, Street Survival programs and Test & Tune sessions. The good news is that our club is on it: We are assembling an Alternative Site Committee who will work with other car clubs of San Diego to explore several different solutions.

Our club is always working to provide the best experience possible for our members. Whether we are setting up for an autocross, putting together a committee or attending our annual monthly meeting, the volunteers on the Board of Directors and the Committees we assemble work very hard to make these events possible. I would like to take a moment to thank all of you who volunteer for our chapter and club. Your efforts are the reason we are able to do all that we do as a club. Members, if you know or meet one of these volunteers, I hope you take a moment to thank them for their efforts and contributions.

Hope to see you at one of our events soon!

Nick Owen

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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 by e-mail to sd-newsletter@sdbmwcca.com. The deadline for submitting information to the editor is the 15th of even months.

Calendar

July 11

San Diego Chapter - Board Meeting

July 15

Kartiing at K1 Speed, Carlsbad

July 22

Summer Fun Autocross
Qualcomm Stadium, West Lot

July 30

Main Street America Car Show
Embarcadero Marina Park North

August 8

San Diego Chapter - Board Meeting

August 26

Car Control Clinic
Qualcomm Stadium, West Lot

August 26

Autocross Open Practice
Qualcomm Stadium, West Lot

August 27

Sunday Run Autocross
Qualcomm Stadium, West Lot

September 3

BIG SoCal Euro
Qualcomm Stadium

New Club Members

Welcome! We look forward to meeting you at one of our upcoming club events!

Matt Linton	Zhenyu Huang	Ben Dullnig
Carley Allen	KC Kinsey	Gregory Walker
Jemar Quibuyen	Jeff Majofis	James Seever
Derek Lyon	Tyler Majofis	Dave Vernick
Markus Stampfli	Cameron Stinson	David Sanmugam
Adam Zaninovich	Marty Thurston	George Harb
Tyler Clemens	Tyler DeGraff	
Gordon White	Brett Carpenter	
Viet Le	Patrick Grattan	
Ryan Burgunder	Bradley Sisson	
Art Boyan	Stephen Hinze	
Morgan Higham	Gary Thompson	

Social Media

Chapter Website:

sdbmwcca.com



Monthly Meetings

San Diego Chapter monthly Board Meetings are held the 2nd Tuesday of each month at:

Giovanni's Italian Restaurant
9353 Clairemont Mesa Blvd.

5:45 p.m. – Pizza & soft drinks
6:30 p.m. – Board Meeting

Please join us to meet fellow members, be the first to hear about upcoming events and learn how you can contribute to our chapter.

Are you moving?

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CHRIS KEEFER

Formerly of La Jolla Independent BMW Service, Chris has been a leading technician in the San Diego BMW community for the last 13 years. Chris started Independent Motorcars in order to continue to deliver a high level of service to his customers and expand those services to the other makes and models his customers have in their garage.



JAY PRZEPADLO

Formerly of La Jolla Independent BMW and Herman Cook VW, Jay has an extensive knowledge of BMW cars and has been factory trained in VW and Audi automobiles during his 15-year career. His main focus is to maintain customer vehicles to a higher-than-factory standard.



ERIK STORER

Formerly of La Jolla Independent BMW, Erik is our resident customer service advocate, in-shop assistant, code enforcer, neat freak and comedian. Erik is the support system of Independent Motorcars in all facets of what we do. Chances are he has picked you up or driven you home without the use of navigation or Google Maps.



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Upcoming Event

SUMMER FUN AUTOCROSS

Saturday, July 22

Register NOW at sdbmwcca.motorsportreg.com



Join us at Qualcomm Stadium's West Lot on Saturday, July 22 as we celebrate Summertime in style—exercising our BMWs in the sunshine and relaxing in the shade of the Trolley bridge. Put down the surfboard and pick up your keys for a day of turnin' and burnin' with us! You'll always have the beach, but we won't always have Qualcomm! **You don't need a BMW to enjoy the fun; all marques are welcome at our autocrosses!**

The helmet standard requires Snell 2010 or 2015 ratings. Check yours now to be sure it's up to date as rentals are very limited.

IMPORTANT:

- **Only Snell 2010 and 2015 helmets are allowed**
- **All cars MUST be under a 91 dB noise level and we'll be checking! Over 91 dB = no autocross.**
- We do run if it's raining—you'll learn more and your tires will wear less!
- **You must be a BMW CCA member to participate.** Join online at www.bmwcca.org in advance. Bring your membership card or print your membership confirmation if you have not yet received your membership card.
- We usually fill all the spots prior to the event, so register online early.
- If you choose to register onsite, bring cash or check and arrive by 7:30 am.
- The entry fee of \$65 includes breakfast items, lunch and beverages. Additional lunches for guests can be purchased for \$8 at Registration.

Schedule:

6:30 am – Gates Open
7:00 am – Registration and Tech Inspection Open
8:00 am – Tech Inspection Closes
(no inspection = no autocross)
8:20 am – Driver Meeting (mandatory)
9:00 am – Course Opens
The day typically ends between 4 – 4:30 pm.



Photo: Travis Sterne

When you arrive:

1. If you registered online, stop at the Gate to show your BMW CCA membership card, sign the waiver, receive your wrist band and receive your Tech Card.
2. If you did not register online, you will receive a numbered card at Gate in order of arrival; take it to the Registration table after you go through Tech. **Walk-up spots are not guaranteed.**
3. Empty all loose items from your car and fill out the participant portion of the Tech Card. Bring your car and Tech Card to the Tech Line. If you pass Tech, you will receive a tech sticker and a run group sticker.
4. Take your Tech Card to Registration. You will receive car numbers to place on your side windows.
5. If you don't have a helmet, you can rent one at the Timing Trailer for \$10.

Newcomers:

We've all had a first time and we're all still learning, so relax, have fun and enjoy your time with us. You will have an instructor take you around the course for one lap in your car showing you turn-in points, braking zones and so on. Your instructor will then ride with you for your next three laps helping you learn the course. In your next session, and during the timed runs, you can have an instructor with you or you can go solo if your instructor feels you're ready. These events are what you make them; you can push for good lap times and enjoy the friendly competition or you can have more of a social event where running laps is just another part of a fun-filled day.

Please note our car classifications as shown below. Make sure that your car class is up-to-date in Motorsport Reg and if you have questions, feel free to email us at sd-autocross@sdbmwcca.com.

LC	ALL BMWs through Model Year 1988; E30s through Model Year 1986; all naturally-aspirated 4-cylinder models-Stock or Modified
NAS	ALL naturally-aspirated, non M BMWs not in Legacy Class-Stock, and i3
NAM	ALL naturally-aspirated, non M BMWs not in Legacy Class-Modified
TS	ALL turbocharged BMWs (4-6-8-12 cyl, gas or diesel)-Stock
TM	ALL turbocharged BMWs (4-6-8-12 cyl, gas or diesel)-Modified
MS	ALL M cars under 400 factory hp-Stock
MM	ALL M cars under 400 factory hp-Modified
MPS	ALL M cars over 400 factory hp-Stock
MPM	ALL M cars over 400 factory hp-Modified
MC	ALL R-class MINI Cooper models (Stock or Modified)
X	ALL non-BMWs, or Austin Mini models
G	ALL Instructors OR experienced drivers who choose Gold Class AND drivers running non-DOT tires (i.e. slicks)

* Classification for specific cars is at the discretion of the Autocross Director

ONLY Alterations Permitted in Stock Classes:

- ANY size wheel and tires. Tires must have DOT treadwear rating of 140 or higher
- ANY shock absorber using stock mounting and ANY suspension bushing material
- ANY air filter or air intake AHEAD OF mass airflow meter
- Non-stock software/firmware is permitted on naturally-aspirated engines only
- ANY brake pad material is allowed with Stock-size brake components
- Catalyst-back exhaust systems and strut tower braces are permitted

ANY other alterations move to Modified Classes, including:

- Tires with DOT treadwear rating under 140
- Non-stock springs, coilover suspensions, non-stock anti-roll bars
- Software/firmware alterations to turbocharged/supercharged engines
- Non-stock mass airflow meters, camshafts, downpipes, removed catalytic converter
- Non-stock-size brake rotors or calipers (stock-size replacements OK in Stock)

Women drivers and Novices are classified based upon the car they are driving. We 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. You are only a novice for the first and second time you autocross, and if you win a novice or class trophy you are no longer a novice.

Check out the Autocross pages at <http://www.sdbmwcca.com/> for more info on this wonderfully addictive sport.

If you have registration questions, contact Jim Patterson at sd-autocross@sdbmwcca.com.

See you at the Q!

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2017 Jack Cavanaugh Memorial Clean Car

After last year's drizzle and cooler conditions, this year's car show was warm, sunny and dry, resulting in a record number of cars and attendees. A number of new faces from the club assisted in running the event and did a wonderful job. Also, for the first time ever, our club could process credit cards onsite (initiated by Jim Patterson.) This paid off with over \$1,400 in charges for the auction!

Our charity, The United Ostomy Association, will receive checks from your club and individual members for \$3,500 as a result of this event. And a special thanks to Neil Daly of Oceanside Motor Sports (OMS) for providing the Brats & soft drinks.

The Wachsmeyer

AWARDS

SUPER CLEAN

1st	David Stillwell	2002 M3
2nd	Vincent Gormally	1985 M535i
3rd	Mark Robbins	1984 M635csi

CLEAN

1st	Michael Labarre	2001 M3
2nd	John Tschamdle	1989 635
3rd	Mark Porter	1979 535

JACK CAVANAUGH PERPETUAL AWARD

Gary Collins	1991 M5
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Photos: Travis Sterne



Contest, Car Show, and Charity Auction



CAR CONTROL CLINIC

Saturday, August 26

Register NOW at sdbmwcca.motorsportreg.com



Improve your driving skills, increase your confidence, and experience your car's capabilities in a fun, safe and stress-free environment. Through classroom sessions, car-control exercises and autocross practice, you will learn skills and techniques applicable to real-world driving situations. In classroom sessions, the Principal Instructor of American Driving School will discuss everything from proper seating and mirror positions to oversteer and understeer. After class, our experienced driving instructors will help you master the car control exercises. In the afternoon, we'll do all the exercises in succession in one big course. Want even more? Practice what you've learned at the Sunday Run Autocross on the following day, August 27!

**This event is geared toward drivers with no prior performance-driving experience. Experienced autocrossers should check out Open Practice, also scheduled for August 26. Register for one event only.*

What will my day look like?

7:00 am – Arrive at Qualcomm Stadium; Empty your car
7:20 am – Registration and Safety Inspection Open
8:00 am – Introduction and Classroom Session
9:00 am – Car Control Exercises
12:30 pm – Lunch
2:00–4:00 pm – Practice Laps

What car can I bring?

All registered, street-legal cars are welcome.

Who can register?

Anyone with a valid driver's license who is 16 or older. Drivers between 16 and 18 years must bring a parent or guardian to sign the Minor Release Waiver. BMW CCA membership is not a requirement. Two drivers may share one car, but both drivers must register separately.

What is the cost?

The cost of this event is \$60 and includes a taco lunch catered by Taquizas. If you sign up for this event and the regular autocross on August 27, we'll credit you \$10 for Sunday.

How do I sign up?

Registration is online using MotorsportReg. You'll need to create an MSR account if you don't already have one.

****Only 40 spots available so sign up early!****

sdbmwcca.motorsportreg.com

What should I bring?

Your car with a full tank of gas and good tire tread, your driver's license, sunscreen, a hat and if you have one or can borrow one, a Snell 2010 or newer helmet. A limited number of helmets are available first-come, first-served, so please let us know if you will need one.

Will my insurance be valid?

You will have to check with your individual carrier to see if you are covered for an event such as this.

I have more questions. Who do I ask?

Email Kim, at autocross-director@sdbmwcca.com



these two events...

AUTOCROSS OPEN PRACTICE

Saturday, August 26

Register NOW at sdbmwcca.motorsportreg.com



If you are looking to hone your advanced autocross skills or want to dial in your car, then join us for a morning of autocross practice. Make sure you have a full tank of gas and plenty of tire tread, because we'll get a lot of laps in. We will have a few advanced autocross instructors available to help. Points and trophies will not be awarded as this is not a competitive event. Sign up for this event and the Sunday Run Autocross on August 27 for a discount!

**This event caters to advanced drivers. If you're new to performance driving, check out our Car Control Clinic, also scheduled for August 26.*

Planned Schedule

6:10 am – Gates open
6:30 am – Registration and Tech Inspection open
7:20 am – Course walk (optional, self-guided)
8:15 am – Driver meeting
8:40 am – Course opens
Three run groups of 20 cars, each get:
Two 40-45 min run sessions
Two 40-45 min rest sessions
One 80-90 min work session
1:30 pm – Day ends

Registration

Opens on July 1 through MotorsportReg. <http://www.sdbmwcca.motorsportreg.com/>

Who can register?

Anyone with a valid driver's license who is 16 or older. Drivers between 16 and 18 years must bring a parent or guardian to sign the Minor Release Waiver. Two drivers may share one car, but both drivers must register separately.

Is a BMW CCA membership required?

Registration will be open to BMW CCA members starting July 1 and will open to non-members on August 1.

What cars are allowed?

All marques are welcome. Cars must pass our tech inspection. SAV, SUV and trucks are not permitted at this particular event.

Cost

The cost of this event is \$80. Coffee and muffins will be available first thing in the morning, and water will be on hand all day, but lunch will not be provided. Sign up for both Saturday and Sunday, and get \$5 off Sunday.

What to expect

If the day runs as scheduled, each driver should get two 40-45 minute run sessions which should result in 20-25 laps in total. Additionally, each driver will have two 40-45 minute rest sessions and one 80-90 minute work session.

Sound Limit

Qualcomm's normal sound limit of 91dB will be in effect. Cars over the limit won't be able to run and entry fee will not be refunded.

Timing

Timing equipment will be running and the display will be available for drivers to see, but times will not be recorded.

Items to bring

Driver's license, snacks or lunch, sunscreen, hat, Snell 2010 or newer helmet.

Insurance

As with most parking lot or track events, your insurance may not be valid. Check with your individual carrier.

Questions?

Email Kim autocross-director@sdbmwcca.com

...and get a DISCOUNT on the next day's Autocross!

SUNDAY RUN AUTOCROSS

Sunday, August 27

Register NOW at sdbmwcca.motorsportreg.com



Sunday, August 27, is day two of our amazing three-event, two-day weekend! On Saturday, you can either learn some basics of car control at our Car Control Clinic or work on your advanced autocross skills at our Open Practice.

Then come back on Sunday to put all your hard work to the test when you run your car at the autocross. Enjoy the fun atmosphere, friendly faces and fast course two days in a row! Get a discount if you sign up online for both days. For important information on the workings of an autocross day, refer to Summer Fun Autocross on page 6. Also, find details about the Car Control Clinic and Open Practice on pages 12-13.

You don't need a BMW to enjoy the fun; all marques are welcome at our autocrosses!



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BMW 5 Series Introduction



Photos: Travis Sterne

On May 13, at the newly updated BMW of Escondido Sales Center, club members were treated to a special introduction of the ALL NEW Seventh Generation BMW 5 Series. After an excellent catered lunch, Tim Brecht led the group on a tour of their showroom, highlighting several unique cars including a Frozen Black M4 GTS with carbon fiber wheels!

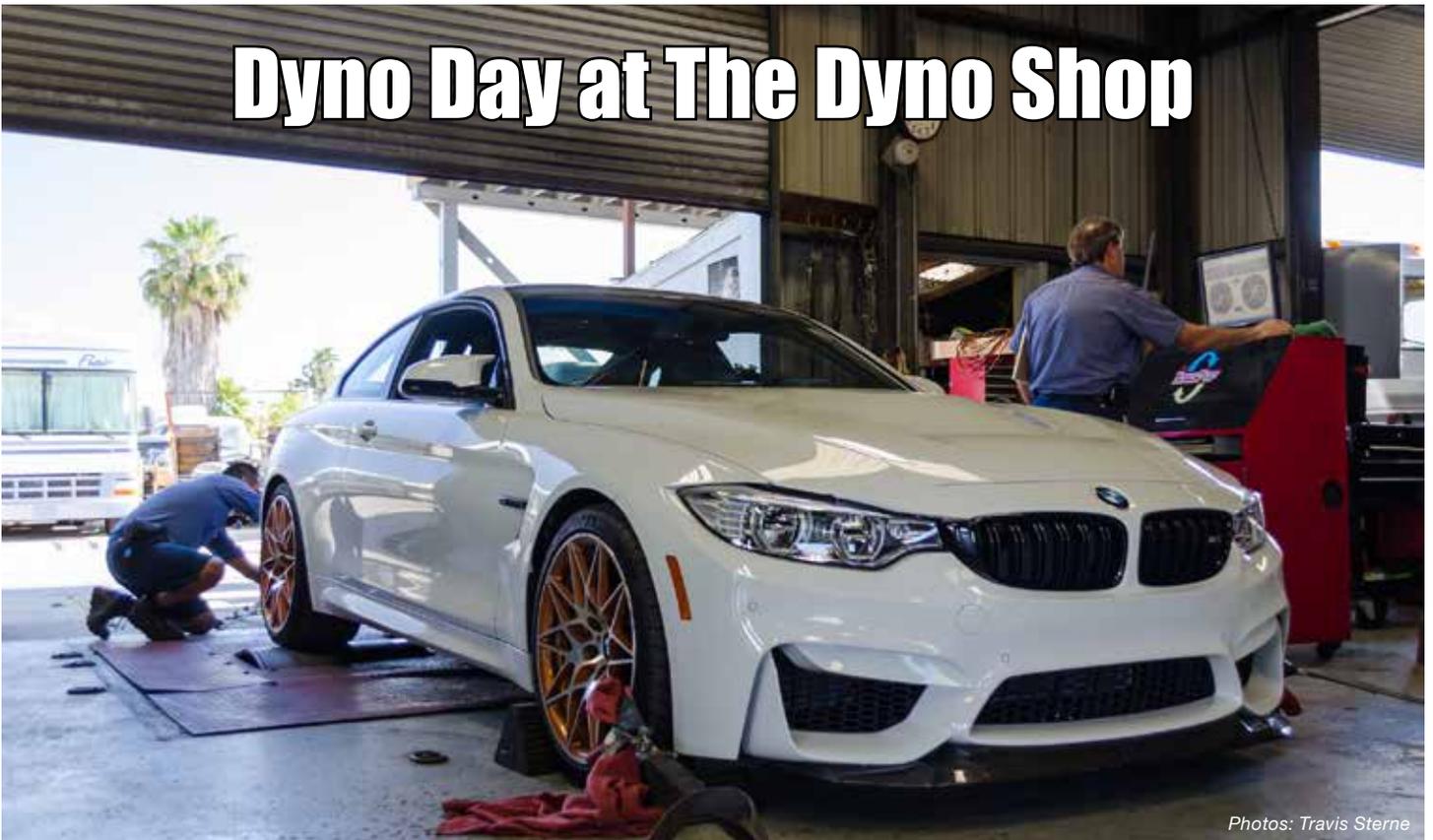
Outside the dealership, several new 5 Series sedans were waiting for us. We learned about many new features, including remote controlled parking, active cruise control and more. Tim even took the engine cover off so we could really explore what was waiting under the hood.

Then it was time for each of us to drive the new 5! Two variants, the 530i and 540i were available. I chose the 540i in Mediterranean Blue with the M Sport Package. What a ride - plenty of power yet very comfortable and quiet. A huge Thank You to Tim Brecht and BMW of Escondido for hosting such a unique event for our members!

Greg Uhler



Dyno Day at The Dyno Shop



Photos: Travis Sterne

As I write this, “June Gloom” is in effect, bringing cool temperatures and overcast skies east of the 15 freeway. I’m reflecting on a recent club dyno day held on Saturday, May 20 in Santee. That day saw clear sunny skies and a high of 90+ degrees. Not exactly your ideal weather for a dyno run.

Warm temperatures didn’t stop us from a great day at The Dyno Shop. The Dyno Shop has hosted the San Diego BMW Club for dyno days in the past, but it was several years ago. It came as a welcomed event by chapter members, bringing nearly 20 cars to measure horsepower, torque, and air/fuel mixtures.

The day started off quickly with a stunning alpine white M4 GTS putting 439 hp / 370 lb-ft. to the wheels. I should note I’m unsure whether the water injection was active and how that may impact figures. Factoring a 15-20% powertrain loss these numbers still far exceed BMW’s factory ratings of 493 bhp.

Three (yes three!) BMW E46 M3 Tourings participated. Short of including the widened bodywork of the E46 M3, these wagons were everything an M3 Touring could have been from the factory: S54 engine, 6-speed manual, full M3 suspension, and even interior swaps to complete the transformation. If the local and online BMW

communities are any proof, there is an untapped market desiring powerful and engaging wagons. It’s not unheard of for BMW CCA members persuading BMW GmbH on models. Anyone care to start a petition with me?

For the E28 lovers, we had a 535i converted to European M5 specs, including the M88/3 motor. In a nutshell, the M88 is a non-catalytic converter version of the S38 that the Canadian and U.S. E28 M5s received. It features a higher compression ratio good for nearly 20 additional horsepower over the US-spec S38. The free-flowing headers with cat-less exhaust and individual throttle bodies is something to be heard in person. This E28 put down 258 hp and 231 lb-ft to the wheels. Impressive and very healthy numbers considering the factory rating was 277 hp.

The M88 had several iterations. Many recognize the engine as the famed motor that the late Paul Rosche designed for the M1. There were three sequential iterations of the M88, beginning with the M88/1 used in group 4 cars such as the M1. The M88/1 produced nearly 500 hp. M88/2 motors were turbocharged and produced around 900 hp for group 5 racecars. Finally, the road-going M88/3 motors were dropped into the Euro E28 M5 and E24 M635CSi (there was no Euro M6).

Completely different and yet another attention-grabber was a Glacier Silver Metallic F30 328i. I know what you're thinking—N20/N26 SULEV 4-cylinder that is nearly silent at idle with roughly only 250 hp—not exactly a dyno heavy hitter. However, two fewer cylinders hanging over the front end than the straight six N55 makes the car lighter on the nose. Add a tune, exhaust, and a couple additional performance modifications and you have a serious contender that warrants respect from its 35i siblings. This silver sleeper measured 268 hp and 306 lb-ft! Let that sink in. To the wheels, it's putting down more power than a stock N55 straight six, all while sipping gas and saving on insurance premiums. That is impressive and efficient performance.

From a modern turbo 4-cylinder 3-series we go to a vintage turbo 4-cylinder pre-3-series. That's right, a real 1975 2002 Turbo! With its tii engine, Kugelfischer fuel injection, and low compression ratio, the mechanically restored 2002 Turbo put out 125 hp and 139 lb-ft to the wheels.

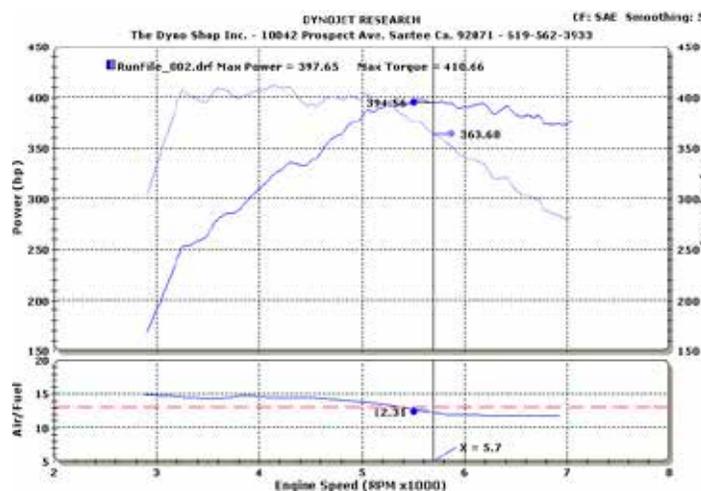
The winner of the day however, went to a Mustang Cobra SVT owned by a member who also has a BMW 428i. With its supercharged V8, this drag strip hero measured 449 hp and 428 lb-ft. That is a ton of power. And with the large, free flow exhaust and supercharger whine it made sure you knew it.

Amidst some of these highlights were other loyal and avid BMW members. Cars included a BMW N55 135i with Dinan Stage 2 Performance Software and M Power Performance Kit, Ford Mustang 5.0 Coyote that is a regular at autocross, several BMW E46 M3 coupes, a Lexus SC 2JZ NA-T, and even a gutted and caged Toyota Yaris with a Corolla 1.8L swap.

Overall, the day went very well. The Dyno Shop provided a great rate for our members to get up to three runs. Despite the high temperatures, the garage stayed cool throughout the day and minimized temperatures negatively impacting numbers. They were very accommodating to our large group running non-stop from 8am to 2pm until the last car was dyno'd.

The club will undoubtedly seek future dyno days when the weather cools down. We'd love to see your interesting car or project. Or even a stock car that you want to understand a baseline for future performance modifications. One thing is for sure, regardless of marque, we were entertained and shared the enthusiasm behind every car that participated. It is a common passion for performance, styling, design, engineering, and as Jeremy Clarkson would say "more POWAAHHH!"

Travis Sterne



Overnight Drive



Photos: Jonathan King

Go on a road trip to the desert in May, they said. It'll be fun. And it was. The first weekend in May, a group of almost twenty club members participated in the club's first overnight drive.

The idea started last year. Most of us have had the pleasure of Jim Lloyd's fabulous county drives through the mountains and small towns surrounding San Diego. I wanted to expand on these day trips and venture beyond the greater San Diego area. Originally planning to do this trip in March, we would avoid the 100+ degree desert heat of Palm Springs and Joshua Tree and maybe see a little snow in the mountains. Little did we know that postponing the trip until May would yield the same weather.

Our outing started north of town at BMW of Escondido. Tim Brecht offered their storefront to host the meeting point and even provided lunch to the participants, an absolutely unexpected treat for us all. Moe, the general sales manager, greeted us and made sure we were comfortable for our pre-trip gathering. (Huge thanks to both of them!!!) After reviewing the route and handing out the direction sheets, the group of a dozen cars hit the road. Our first stop: Palomar Mountain.

You've never driven Palomar until you've driven it in dense fog and light rain... Slow speeds and limited visibility kept our speeds down to even below the speed limit in some places. Some of the hairpin turns where you can usually look out into the distance with

views of Rincon and Pauma Valleys were replaced with what could best be described as a canvas of an artist with no paint. We were literally driving in the clouds. After a quick stop at Mother's Kitchen, we continued down the backside of the mountain towards Lake Henshaw. The fog was no better for the first half of the descent. With maybe five miles left, we finally broke through and could see the lake and Warner Springs off in the distance. Once we grouped back together at the bottom, it was time for the less technical roads and more tarmac to stretch our legs. California highways 79, 371 and 74 had little traffic on their sun-lit surfaces as we slowly climbed in altitude again heading towards Mountain Center and Idyllwild on highway 243.

Idyllwild is a great town if you've never been. With loads of campsites and cabins, small shops and LOTS of hiking around Mt. San Jacinto, it's a great change of scenery for those who want to go trailblazing beyond Potato Chip Rock. With the temperature in the 40's, we didn't stop, but I do have plans to come back in the summer. As highway 243 continues towards Banning, CA, the last few miles of the road are similar to the final descent into Palm Springs on route 74; quick, tight turns around large boulders with a great view of the valley beneath. With light traffic and endless visibility, this was the best technical driving stretch of the day. Finally down the mountain, the group split off to their lodging and enjoyed the evenings to themselves.

Sunday was the main event. We were up early with seven of the cars continuing the journey. After fueling up, we were ready to go. The weather for exploring Joshua Tree National Park could not have been better. Scattered clouds, light winds, and temperature in the 60's. After picking up a park map at the North gate, we loosely planned our day. Our first stop in the park was Hidden Valley. After another impromptu car photo shoot, Jodi and Ken took off in the Cayenne to Geology Tour Road, a 4x4-only off-road trail. The rest of us did a short one mile hike to stretch our legs, and explore the park on foot for the first time. This stop, as well as the other breaks,

were the best parts of the trip. As we hiked through wondrous trails of the park, we all walked together, shared stories, and took group pictures. It was this bonding time that turned this overnight drive into something more: stories, jokes, watching people climb and attempt to climb the rocks, and then more driving. We turned that small walk into the start of an experience we wouldn't forget.

Before leaving the park to get food and fuel, we went down to Keys View, which overlooks the entire Coachella Valley. From this point, you could see from the wind farms on the west to the Salton Sea,



and according to Sue Fota, the Thermal race track / BMW Performance Center was “right over there somewhere.” A rare southern California view was the storm coming over the mountains. You could not see the top half of the San Jacinto range, but you could see the rain falling on half of the developed valley. We knew we had to drive through it to get home, but the weather was over there, and we were here. Time to get out of the 50ish degree windy weather, and drive to some food. There are no structures besides restrooms in the park, so we went to the North entrance for a quick bite and fuel.

Back on the road and into the park, we took Pinto Basin Road towards the south entrance. This, in my opinion, is the most scenic part of the park. The road is over 30 miles long, and throughout its length, you never see a building, railroad, or any other highway in all directions. With a few cumulus scattered above, the sun warmed the desert enough to drive with windows down. With a couple of pull-offs for pictures (and for someone with a tiny bladder), it was worth spending a time just admiring what was around us.

Our final stop in the park was Cottonwood Springs. A small oasis of massive palm trees, and a rock that a few of us braved to climb. Our tour of the park had now ended. Time to battle the weather in the mountains for the three hour drive home.

Road trips are great, especially if you have someone to share them with. For all of the road trips that I do, I wanted to share this experience with the club. We spend all our days in front of a computer, on our phones, or in an office. When you stop and look around, you realize that you don't have to build structures to be in awe. Yes, we all took pictures this weekend, but there were definitely times you put down the camera and just took in the scenery. Pictures cannot capture the awesomeness of some moments. Ask anyone who has been to the Grand Canyon. They know what I mean. The vastness of this park, our state, our country needs to be explored, and respected. Take a day, a weekend, a week or longer, and hit the open road. The Ultimate Driving Machine doesn't belong in your garage. It belongs out in its natural habitat. Get out and drive.

Jonathan King



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Photos: Rachel Mills

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RESULTS

G - GOLD CLASS

Rod L.	1995	Miata	72.446
William W.	2004	Miata	72.479
Sean T.	1992	Miata	72.835
Peter E.	2016	M4	73.904
Satakal K.	2000	323i	75.200
Greg D.	1996	328i	76.439
Lisa G.	1995	M3	76.732
Rob W.	1993	318is	76.881
Donald A.	1990	911	77.441
Ally T.	2017	330i	77.912
Steve T.	2004	M3	85.861

LC - LEGACY

Michael M.	1985	E28 M5	80.362
Beth A.	1993	318is	88.060
Grant K.	1997	318ti	88.673

MC - MINI

Charles E.	2006	Cooper S	77.193
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MM - ///M MODIFIED

Jonathan K.	1998	M3	76.224
Daniel L.	1988	M3	76.781
Evan F.	1998	M3	77.627
Ryan M.	2002	M3	79.711
Scott M.	2007	Z4 M Coupe	80.089
Ruben S.	2003	M3	90.024

MPM - ///M MODIFIED OVER 400 STOCK HP

Rob J.	2013	M3	75.946
Zaven G.	2016	M3	78.133
Cesar C.	2016	M4	78.373
Tom F.	2016	M4 Coupe	79.505
Murat E.	2009	M3	79.918
Ashley A.	2008	E90 M3	81.535
Valentin M.	2017	M4	82.773
Caroline J.	2013	M3	88.615

MPS - ///M STOCK OVER 400 STOCK HP

Vinh L.	2015	M3	76.755
Graham F.	2016	M4	77.516
Stephen H.	2011	M3	78.792
Tim M.	2011	M3	85.332

MS - ///M STOCK

Shawn F.	2011	1M	73.761
Jack R.	1999	M3 Coupe	76.310
Greg U.	2016	M2	76.597



NAM - NATURALLY ASPIRATED MODIFIED

Peter O.	2000	Z3	77.261
Ryan K.	2001	330CI	77.321
Chris K.	2007	330i	78.374
Steve F.	1998	318ti	84.918
Malcolm H.	2009	328i	85.734
Michael D.	2004	330i	87.278
Natalie F.	1998	318ti	92.696
Tom C.	1989	325is	94.042

NAS - NATURALLY ASPIRATED STOCK

Tyler D.	2006	330i	77.298
Michael B.	2001	330ci	81.050
Harry W.	2000	Z3-2.8	83.925
Bob S.	2013	128i	84.832
Nicholas R.	1997	328i	87.605
Jason L.	1997	328i	88.404
Estephan M.	1992	318i	88.418
Audrey U.	2005	325i	88.806

TM - TURBO MODIFIED

Sean N.	2013	335	79.883
Daryll H.	2007	335i	80.601
Leo L.	2013	328i	82.024
Tony C.	2015	328	85.731
Kelly C.	2011	135i coupe	87.956

TS - 6/8/12 TURBO STOCK

Roberto R.	2012	335is	79.259
Paul H.	2011	335D	80.711
Tim H.	2014	435	85.267
Carley A.	2010	335d	87.089

X - NON-BMW

Thomas F.	2017	MX5	72.069
Carl L.	2006	Miata	72.149
Robert D.	2009	Corvette Z06	72.494
Robert J.	2012	MX-5	72.927
Julien B.	2015	Catfish	74.891
Patrick D.	2012	TT	75.054
Eiman R.	2017	GOLF R	75.238
Andreas K.	2006	Exige	75.240
Rachel M.	1991	Miata	75.295
Hooman A.	2003	S2000	75.750
Marcela A.	2012	Boxter	76.095
Paul C.	2006	350Z	76.299
Luis R.	2006	Exige	76.483
Michael K.	2006	Miata	76.601
Mathieu H.	2000	Miata	76.663
Fred C.	2017	Miata	76.769
Keith L.	2008	Exige S 240	76.839
Tyler C.	2012	WRX STI	77.354
Jake D.	2015	Cayman GTS	77.597
Lori S.	1992	Miata	77.991
Eric M.	2011	Cayman	78.237
David C.	1996	miata	78.407
Alan L.	2005	WRX STI	78.622
Bradford B.	2005	Lancer	78.710
Alisha W.	2017	911	81.167
Jacob D.	2005	Altima 3.5SE	81.436
Adam Z.	2017	MX-5 RF	82.850
Mark B.	2007	RX-8	82.864
Daniel R.	2003	Miata	83.724
Karen C.	2007	RX-8	83.978
Morgan H.	2013	Camaro ZL1	84.422
Zhenyu H.	2016	Camaro	88.158
David B.	1975	Dino 308 gt/4	91.103



A San Diego BMW CCA tradition, the very first "Spring Fling" was held at Jack Murphy Stadium (now Qualcomm) waaaaay back in April 1986! Bell helmets, timing equipment, smoking tires and huge sunglasses... Some things never change. Well, until we lose Qualcomm at the end of 2018. Spring Flings will continue at a new site!



Centennial ///MTour Reunion



Photos: Bryan Gaier

In May of 2016, a group of 30 BMW enthusiasts took a trip of a lifetime together. Taking European Delivery of 14 new M2, M3 and M4's, the group visited 6 countries, 3 racetracks, and forged countless memories together. 2016 being BMW's 100th Anniversary, the trip was dubbed the Centennial ///MTour.

In early 2017, a plan was hatched to have a one-year reunion in San Diego with as many people (and cars) as possible. We timed the date to coincide with the Annual Clean Car Show so our friends could experience one of our Chapter's finest events. Since some of the group lived as far away as Illinois, I wasn't sure how many people would make it. Much to my surprise, 30 people RSVP'd for the reunion!

The reunion kicked off on Saturday, May 20 in Carlsbad. The house was adorned with BMW flags and memorabilia. Hugs, smiles and laughter filled the house. Many of us had not seen one another since the Munich airport in Germany last year! After appetizers and drinks were enjoyed, we discussed the next phase of the event: the road trip.

Since many of the group weren't familiar with the excellent roads of north county San Diego, a circuit was devised that included two photo opps. The first was off El Camino Real and Poinsettia Lane in Carlsbad. A long side street next to a canyon formed the perfect North County backdrop for our cars. We then set off east, along Poinsettia and Melrose, briefly entering San Elijo hills to experience Elfin



Forest Road and Harmony Grove. Large trees formed a canopy overhead with stretches of winding open road along hills and canyons. Many of our group didn't know roads like this existed in San Diego!

Our next stop was BMW of Escondido, where Tim Brecht graciously allowed us to take some stunning photos in front of their beautifully renovated dealership. A tall ladder provided our photographer a great vantage point. However, during a panning drone shot, the ladder was perfectly positioned to meet the low-flying drone in mid-air. The ladder won!

The final segment of our drive started south on Valley Center Road in Escondido, which becomes Del Dios highway through Rancho Santa Fe. We continued on El Camino Del Norte, returning to La Costa ready for food, drinks and festivities.

A catered dinner was served from Trattoria I Trulli, a fantastic Italian restaurant in downtown Encinitas. Tables adorned with ///M color tablecloths filled the backyard. After dinner our MC, Dan Tackett, gave out custom awards to each participant, highlighting a memorable event from the trip, such as:

“Show us Your Papers!” to Tom Fota who had a not-so-brief encounter with Italian Gendarmes

“Spa at Spa” to Carol Frykman who chose a day of pampering at a spa instead of a ride at Spa

“Red Light Roamer” to Robyn McNutt who was the last to leave Amsterdam’s infamous red light district

“Stuck in the Punitentiary” to Michael McCreary who, as Dan Tackett’s co-driver and roommate, had to endure 18 days of Dan’s incessant puns

“Caught on Camera” to yours truly, who received not one, not two, but three speeding tickets

The evening wrapped up with desserts and timed laps of Spa in a BMW M235 on an Xbox One. I want to thank Dan Tackett, Lisa Goehring, my wife Catalina and daughter Anna for all their efforts planning and creating such a memorable event.

We are looking forward to next year’s Centennial ///MTour Reunion, hosted by Jean and Kurt Helm in Los Angeles. I can’t wait to see everyone again, discover some new roads in the L.A. area, and take more scenic pictures—with our cars, of course!

Greg Uhler



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