



SUMMER FUN AUTOCROSS

Saturday, July 23, 2016

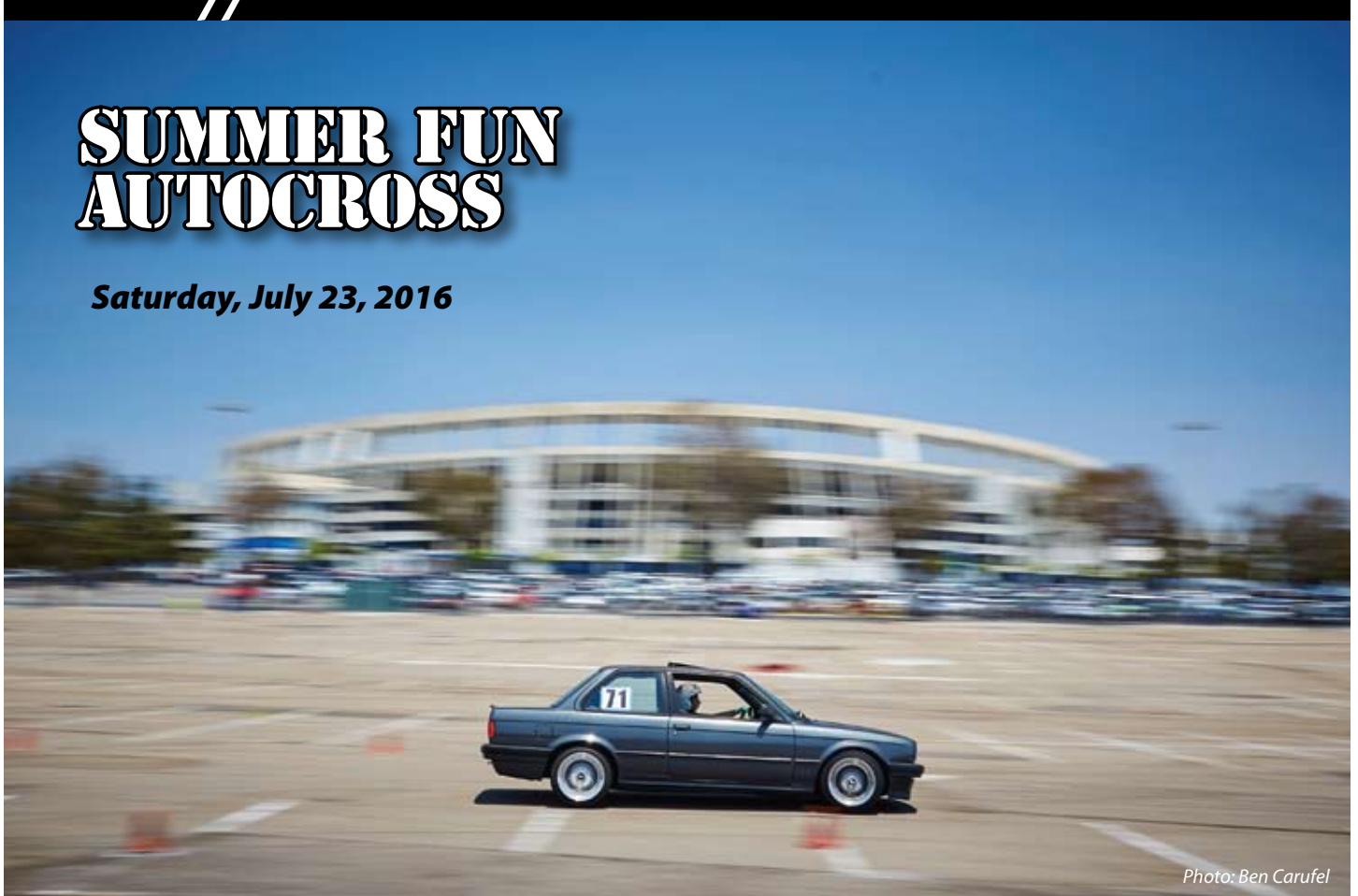


Photo: Ben Carufel

BMW Mountain Drive June 26, 2016

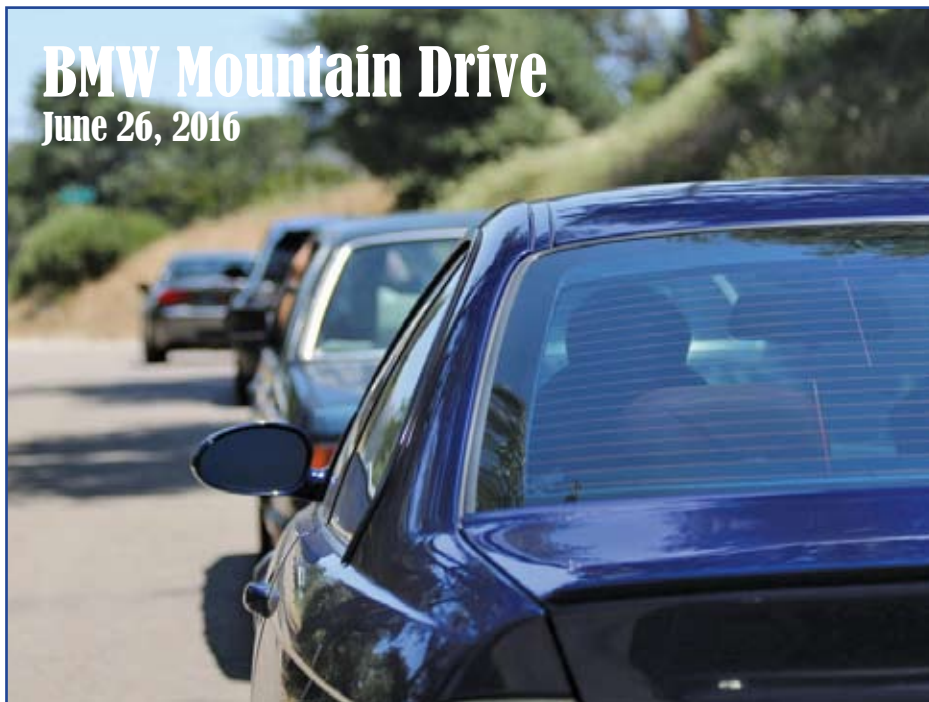


Photo: Theju Ganesh

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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

In the August *Roundel*, Dan Tackett and Lisa Goehring were featured authors of the M Tour cover story. There were more articles from San Diego chapter members about the European trip than would fit in *Roundel*, and I'm pleased that we can offer them in this month's *Fahren Affairs*. We have an article from Tom and Sue Fota about their quest to drive the 'Ring, Paul Silver gives a description of the BMW delivery experience at the Welt and compares it to Porsche Euro Delivery, Greg Uhler compares his new M2 to all the BMWs he has owned (short story, he liked it), and Blaine McNutt relates his experience driving the M2 on the F1 tracks in Zandvoort and Spa-Francorchamps.

As I write this, O'fest is only a few days away. I hope that everybody attending has a great time and comes back with lots of good memories. Please consider submitting your stories and pictures about O'fest to *Fahren Affairs*. I love to see original content from San Diego chapter members in our newsletter. If you have a story, please submit it to our Newsletter Editor, Connie Patterson at sd-newsletter@sdbmwcca.com. If you have questions feel free to ask Connie or me, we are glad to help you get published.

I want to thank Rachel Mills for her time on the board. She has taken a job in LA and won't be able to continue contributing as a board member. We elected Travis Sterne to replace Rachel as Social Director. I'm looking forward to what Travis come up with for the rest of the year, starting with our first go-cart event this year (see page 5 for details).

Our board meetings are the second Tuesday of the month at Giovanni's, 9353 Clairemont Mesa Blvd. We welcome visitors, so 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 Patterson



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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.

2016 Calendar of Events

September 4

San Diego Chapter – Go-Kart Racing at K1 Speed, Downtown San Diego, 6:30pm. See next page for details.

September 11

San Diego Chapter – Summer Fun Autocross, Qualcomm Stadium West Lot

September 13

San Diego Chapter – Board Meeting

September 17-18

Coronado Speed Festival, Naval Station North Island

This year the Coronado Speed Festival will be held on September 17-18th. We expect to have corral passes again this year. If you would like to park with your fellow BMW club members, please send an email to speedfest@sdbmwcca.com with your postal address and the number of cars you are bringing. The corral pass allows you to park on the runway and avoid the long walk from the parking lot to the event.

September 24

San Diego Chapter – Winding Road Race Gear field trip, Fountain Valley, CA. See next page for details.

October 11

San Diego Chapter – Board Meeting

October 15

San Diego Chapter – Women's Car Control Clinic, Qualcomm Stadium West Lot

October 16

San Diego Chapter – OctoberFast Autocross, Qualcomm Stadium West Lot



New Club Members Welcome!

Greg Austin	Tatiana Ellison	Ryan Peeck
Byron Bandonell	Scott Fornaro	Raymone Querido
Joe Baptista	Jason Guzman	Daniel Reichel
Chris Barnwell	Zidong Jiang	Curtis Robinson
Steve Bloum	Richard Khanbegian	Jorge Rocha
Robert Brumfiel	Todd Lafleur	Steven Showalter
Katherine Bryan	Torrie Laplante	Adam Silvas
David Clinkscales	Karl Ludwig	Barry Smith
Tony Corbett	Robert Macfarlane	Ryan Stephenson
Daniel da Rosa	Kristin Mallder	Jay Stoneburner
Ricardo Dasilva	Richard Markell	Donald Swadley
Keith Dicerio	Anthony Migliore	Josh Sweeney
Steven Dull	Michael Murray	Sid Vasireddy
Tarek El Rashidy	John Nobil	Xin Wen
	Colby Peck	

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

www.sdbmwcca.com

San Diego Chapter Monthly Board Meeting

2nd Tuesday of each month

Giovanni's Italian Restaurant,
9353 Clairemont Mesa Blvd.

5:45 P.M. – Pizza & soft drinks
6:30 P.M. – Board Meeting

Are you moving?

Update your address with the **National office** at bmwcca.org or call 1.800.878.9292

Join Us for Go-Kart Racing Thursday September 22!

We will be holding a club social get-together at K1 Speed San Diego, in the heart of downtown (1709 Main St, San Diego, CA 92113). Please join us for fun, camaraderie, and some spirited competition. No experience necessary! Just a willingness to have fun with 20hp electric karts, a one-quarter mile indoor track,



and speeds approaching 45mph! Plan to arrive by 6:30pm where we will "Arrive and Drive." All ages are welcome, however note there is a minimum height requirement (see k1speed.com for details). Close-toed shoes required. Contact Travis Sterne at sd-events@sdbmwcca.com with questions.

Need a New Helmet (or other gear)?

Saturday September 24th, the chapter is hosting a safety gear tech session at Winding Road Racing in Fountain Valley.

Every five years there's a new set of helmet safety standards handed down by Snell. Per the BMW CCA minimum standards your old SA2005 or MA2005 helmet will no longer pass tech for autocross or driving school after the end of this calendar year. This event is the perfect opportunity to buy or order your new SA2015 helmet before the start of the 2017 driving season.

The club has arranged a day for you to:

- Try on helmets, gloves, and shoes in various sizes from a range of manufacturers
- Learn about the new Snell helmet standard
- Learn more about performance driving comfort and safety gear
- Socialize with your fellow club members

Please RSVP by emailing Satakal Khalsa, the chapter Equipmentmeister, at events@sdbmwcca.com. An accurate head count will help our hosts at Winding Road Racing be prepared with enough snacks and refreshments.

Sept 24, Saturday • Noon - 4pm
18437 Mt. Langley St., Suite N
Fountain Valley, CA 92708



WINDING ROAD RACING.com
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BMW Mountain Drive June 26, 2016

The second cruise of the year was a great success. We had so many participants show up that we ran out of driving directions, so the starting time was postponed to run off additional copies for the last few drivers. Over 30 cars showed up for this drive. It was wonderful weather, and not too hot, as we were concerned it might be.

The back roads in the east county of San Diego are great to experience, especially in a BMW. The changing elevations and the curvy bi-ways make it a real challenge for any driver. We really tried to make this cruise interesting as well as exciting. Maybe the most challenging part of the cruise was driving on Engineer Road and the streets that lead to Highway 79/78.

We stopped at Dudleys for a short rest and continued on for lunch at the Ramona Cafe. This cafe has been in business since the 1920s.

The next cruise will be held in November. Look for information on line and in the Club newsletter.

Jim Lloyd



Photo: Lisa Goerhing



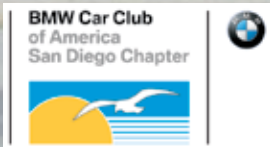
All other photos:
Theju Ganesh

Back to Buttonwillow – Track or Treat

Is it a Trick?

No, a Treat on Track at Buttonwillow Raceway Park

October 29-30, 2016



Scan and register now!

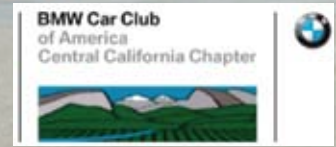


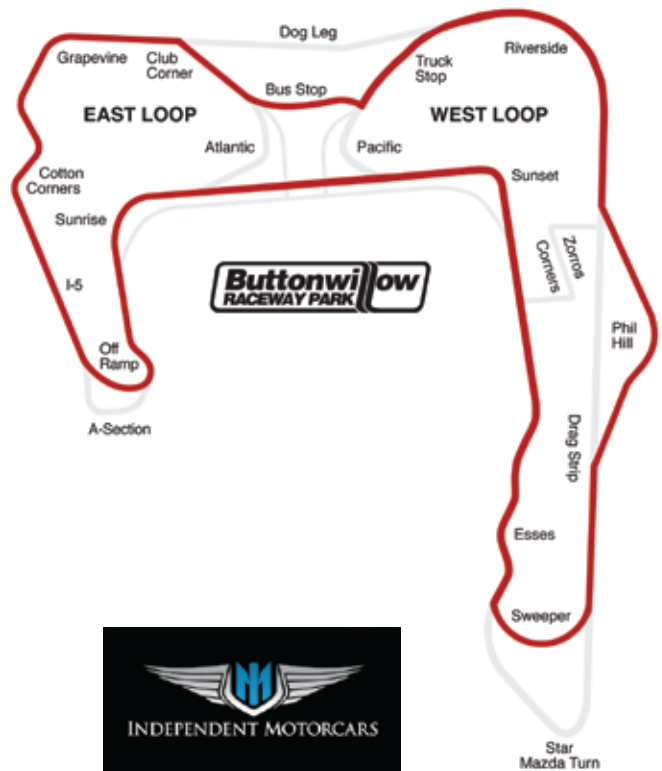
Photo: Club archives

BMWCCA San Diego and Central Cal Chapters invite you to join us for a High Performance Driver Education School at Buttonwillow Raceway Park, Saturday October 29 – Sunday, October 30, 2016.

We welcome novice and returning students. Our Driving School mission is to improve your driving skills while having fun. Our goal is to teach you safe driving skills and habits in a controlled situation. We hope what you learn will benefit you in your normal day-to-day driving, especially when confronted with emergency situations. We will emphasize the relationship of the driver and vehicle, how to make them function in unison, and give you the opportunity to learn your limitations and expand your capabilities. Our Instructors have extensive experience in mentoring and developing students of all levels.

Registration opens August 17, 2016, at msreg.com/hpdesdbmwcca. Early-bird registration fee is \$475 through October 7, 2016. After October 7, regular registration fee is \$499. This fee includes individual in-car track instruction, classroom sessions, lunch Saturday and Sunday, and Saturday banquet at Willow Ranch BBQ.

Sponsored by BMW of Escondido/ Brecht Motorsports and Independent Motorcars.



Escondido



Ladies Night at Independent Motorcars

by Emily Kluzak

The very first ladies tech night was one for the books. The food was spectacular and the environment was exciting. We had two cars to change the oil on – an E46 3 series and an M3. Chris led the group on the E46, and Nick led the group on the M3. We started by popping the hood, and unscrewing the oil filter. This is so the old oil from the filter will drain as we lift the car and begin our lesson.

We started by draining the oil, and inspecting the undercarriage of the car. As it was draining, we grabbed our new oil and made sure there were new O rings and a filter. BMWs have an aluminum oil pan, compared to other brands that use steel pans. This means that if the tech hasn't properly learned how to tighten the plug on the oil pan, he can strip it and cause it to leak. We were all able to see how tight the plug should be, and we brought the car back down.

We exchanged the old oil filter for a brand new one, and tightened it back up. After we added six litres of oil, and the dipstick showed full, Chris had us turn on the car. He showed us that the oil will get sucked up into the filter, lowering the level of oil that shows on the dipstick, allowing us to add another liter.

After all the fun, there were three things I learned. One, wear rubber gloves and dark clothing. Two, don't forget to pop the hood before you put the car in the air. Three, have fun because at the end of the day, we're all here to learn something new! Ladies tech night was a blast, and I can't wait for the next one in October!



Photos: Lisa Goehring



Photos: Emily Kluzak



Women's Autocross & HPDE Tech Session

This tech session will be geared to women who are new to autocross and high-performance driving events. We will help you prepare yourself and your car for these types of events. If you have never participated in one of our performance driving events, this will be a great way to learn what they are all about. There is no reason to shy away from driving events. Anyone can, and should, participate! At our performance driving events, you'll learn a ton, you'll meet great people, and you'll have a blast.

Please join us for a relaxed evening filled with excellent information. Meet fellow female enthusiasts and some members of our SD Chapter Board. Food and drinks provided.

Topics will include:

- Tech Inspections and how to prepare for them
- SD BMW CCA driving events rules and safety
- What to expect at the event
- Driving techniques and tips
- Getting the most out of your time with the instructors

SD BMW CCA and Independent Motorcars are proud to co-host this event for our female BMW CCA members. We hope to see you there!

Please email Kim at autocross-director@sdbmwcca.com to RSVP.

Monday, October 5 at 6:30 p.m.
Independent Motorcars
5836 Autoport Mall, SD, 92121



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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.



KATE CONSTABLE

Kate is a huge car nut which makes her the perfect fit as the Customer Relations Director at Independent Motorcars. Her daily computer feed is jammed with everything from the latest offerings from European auto manufacturers to the latest news and cars from sites like Jalopnik and Bring a Trailer.



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.

SUMMER FUN AUTOCROSS



Saturday, July 23, 2016

BMW of El Cajon

The Ultimate Customer Experience

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



Photos: Travis Sterne

RESULTS

G – Gold Class

William W.	2004	Miata	86.605
Andrew S.	2003	S2000	87.687
Satakak K.	2016	C7 Stingray	88.32
Sean T.	2012	500 Abarth	88.579
Ron L.	1995	Miata	88.974
Matt W.	2016	M3	89.946
Nick O.	1994	Miata	90.304
Linda K.	1993	325i	92.213

LC – Legacy

Nicolas B.	1986	325e	86.033	Fastest BMW!
Theodore S.	1995	318T1	87.511	
Bernard V.	1973	2002	92.009	
Brett G.	1992	318is	97.269	
Emily K.	1992	318is	105.723	
Kris K.	2014	i3	106.478	



MM – M Car Modified

Stephen Y.	1995	M3	88.023
Evan F.	1998	M3	88.500
Steve P.	1999	M coupe	90.485
Paul H.	2004	M3	90.598
Ryan M.	2002	M3	92.028
Mike G.	1997	M3	99.298

MS – M Car Stock

Shawn F.	2011	1M	89.798
Jack R.	1999	M3 Coupe	90.683
Lisa G.	2017	M2	91.664
Ludonco V.	2016	M4	93.345

MPM – M Modified Over 400 Stock HP

Rob J.	2013	M3	87.602
Jodie S.	2015	M4	95.616
Ken S.	2015	M4	96.13

MPS – M Stock Over 400 Stock HP

Vinh L.	2015	M3	90.875
Stephen H.	2014	M3	92.254
Richard L.	2008	M3	93.975
Tom F.	2016	M4 Coupe	95.052
Paul S.	2016	M3	95.723
Deanna L.	2008	M3	98.647
Rory D.	2013	M5	100.293



NAM – Naturally Aspirated Modified

Ryan K.	2001	330Ci	90.505	Novice 1st
Peter B.	1993	325i	90.619	
Jason W.	1996	328is	90.749	
Ramze B.	1990	325is	92.12	
Chris K.	2006	330i	93.736	
Jeffrey G.	2001	325ci	98.367	

NAS – Naturally Aspirated Stock

Peter O.	2000	Z3	93.123
Terry A.	2011	535i	99.635
Michael D.	2004	330i	100.301
Richard G.	2011	535i	103.163

TM - 6/8/12 Turbo Modified

Rob W.	2014	M235i	87.962
Kevin T.	2009	135i	88.575
Andreas H.	2011	Z4	93.987
Mark S.	2011	318is	97.521

TS – 6/8/12 Cylinder Turbo-Stock

Tiffany A.	2015	M235i	89.83	Fastest Woman!
Kurt M.	2010	535i	93.333	
Mark F.	2011	M3	94.419	
Richard L.	2015	M235i	95.058	
Roberto R.	2012	335is	97.213	
Peter P.	2009	135i	97.649	
Torrie L.	2015	M235i	99.651	



X - Non-BMW

Mike A.	2015	GT3	83.815	Novice 2nd
Chris M.	1998	Corvette	84.518	
Robert J.	2012	MX-5	85.356	
Mathieu H.	2000	Miata	86.917	
Robert D.	2006	Corvette	87.87	
Mike B.	2016	Mustang	88.176	
Josh R.	2016	BRZ	88.794	
Fred Y.	2016	Focus RS	88.96	
Mark C.	1978	911SC	88.987	
Scott S.	2003	S2000	89.062	
David R.	2003	Vette C5 Z06	89.522	
Julien B.	2015	Catfish	90.122	
Marc L.	2015	C7 Stingray	90.427	
Daniel R.	2007	RX-8	90.937	
Justin M.	2006	WRX STI	91.059	
Keith L.	2015	C7 Stingray	91.393	
Dylan C.	1990	Miata	91.991	
Andreas K.	2006	Exige	92.194	
Aaron Z.	1980	911SC	92.53	
Theju G.	2016	C7 Stingray	92.63	
Donald S.	2016	cobra	93.45	
KC M.	2016	MX5 Miata	93.478	
Adam S.	2002	TT	93.694	
Kardon A.	1991	Mustang	93.759	
Mark B.	2007	RX-8	93.901	
Anthony S.	2007	Corvette Z06	94.674	
Paul H.	2012	500 Abarth	95.475	
Karen C.	2007	RX-8	97.051	
Sid V.	1991	Mustang	99.825	
Travis D.	2002	RSX	100.371	
Xavier R.	2009	Rabbit	103.279	



PATRIOT DAY AUTOCROSS

Sunday, September 11



Online Registration
will open on July 26

Register Online at [http://
sdbmwcca.motorsportreg.com](http://sdbmwcca.motorsportreg.com)

Photo: Theju Ganesh

Patriot Day honors the men and women who lost their lives on September 11, 2001, and salutes the neighbors and emergency responders who worked tirelessly and selflessly in the wake of the tragedy. This day also celebrates the spirit of America, showing how strong we are by maintaining our way of life despite the challenges. So let's have some fun living life to the fullest. (Well, maybe not tire life). Join us in the West Lot for the second autocross of our inaugural points series. For details on the series, please check Fahren Affairs or www.sdbmwcca.com.

Snell 2005 helmets will NOT be allowed after Dec 31, so we have arranged a day for you to try on different helmets, gloves and shoes; learn about helmet standards and performance gear; and socialize with fellow chapter members. Details: Helmet Tech Session, Sept 24, 12-4pm, Winding Road Racing in Fountain Valley, RSVP to events@sdbmwcca.com.

IMPORTANT:

- **All cars MUST be under a 87 dB noise level and we'll be checking! Over 87 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.



Scan and
register now!

- 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.

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 autocross-directors@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!

Supported by



M2 Driving Impressions by Greg Uhler



So what's it like to drive the new M2? And how does it compare to previous BMWs I've owned and loved, including the E36 M3, E46 M3, E90 M3 and 135is? Our six country, 3,000 mile journey through Alpine switchbacks, cobblestone roads, unlimited autobahns and track days at the Nürburgring, Zandvoort, and Spa provided a unique perspective to taste what the M2 has to offer. And let me tell you, the taste is GOOD!

Handling: With all of the nannies turned off, the first thing that struck me about the M2 was how balanced and neutral the handling was. In that sense, it felt like my very first BMW, the E36 M3, but with a LOT more grip. The M2 just did what I told it to. When I'd enter a corner too hot, instead of the car plowing to the outside, all 4 tires would just slide equally, scrub off some speed, and allow me to continue through the corner. No drama, just feedback telling me I'd exceeded the car's limits. Similarly, too much throttle too early in a corner resulted in mild oversteer, which was easily corrected by steering into it. The M2 inspired confidence. Confidence to push it to its limits—or at least mine!

Power: There's no comparison between the torque of modern turbo BMWs and most of their naturally aspirated predecessors. My E90 M3 was a beast in the horsepower department, but lacked torque in most driving situations. The closest thing to the power of the M2 was my previous 135is with DINAN Stage 1 engine management. In the M2, an incredible amount of torque was available at almost any RPM and in any gear. No need for me to downshift two gears to pass a car on the road. I just had to put my foot down! On the track, I could forgo downshifting to 2nd, leave it in 3rd and avoid running out of revs before I exited a corner. Even at 140mph on the autobahn, when I stepped on it, a wave of torque pushed me back into my seat. It's intoxicating!

Ride: So much is made these days of adjustable suspensions, that if a car doesn't have one it is seen as lacking or inferior. But what if a car is tuned perfectly to balance the needs of the

road and the track for most drivers? That's what I feel BMW achieved with the M2. Despite driving 3,000 miles on a wide variety of surfaces, my wife never complained once about the ride. The M2 communicated the road back to me, but without the harshness of my E46 M3. I think most drivers will be thrilled with the ride, whether they are commuting to work, carving canyons, or besting their time at the track.

Sound: Leading up to the launch of the M2, much was speculated about the sound of the car. Would it sound like a naturally aspirated car, or be muffled by the turbocharger? My favorite sounding car was my 135is with BMW's Performance Exhaust. But now I have a new favorite. In Comfort mode, the M2's exhaust was noticeable but relatively quiet. Changing the car's mode to Sport or Sport Plus, the M2 emitted a deeper, louder exhaust note with more burble than the 135is. The sound of the car turned pedestrians' heads as I approached them. In Switzerland's numerous tunnels, 2nd gear acceleration followed by throttle lift was manna from heaven!

Look & Feel: While not a performance metric, the look and feel of the M2 contributed to its driving pleasure. The car has a presence that few other BMWs have. Heads were turning all over Europe. People took long looks as we drove by, their eyes moving from the aggressive front of the car, along the muscular fender flares, to the baby-got-back rear. Traveling with 10 other M2s, I never tired of seeing their artistic shapes in front of me or (preferably) in my mirrors. I think the M2's visual design will stand the test of time.

I know that right now M2s are in high demand and short supply. I really hope this changes in the coming months. Why? Because the more people who have an M2, the more praise it will get from its owners. And that will only increase the likelihood that BMW will keep making special models for us enthusiasts, like they have with the mighty M2.



Photos: Greg Uhler

Two More Boxes Checked Off the Bucket List

I thought my better half, Robyn, and I had done pretty well by driving a few of the great tracks in Europe on previous trips, including the Nürburgring Nordschleife and Grand Prix circuits, the Hockenheimring, the A1-Ring (now Red Bull Ring) and the smaller Salzburgring. While we had visited Circuit de Spa-Francorchamps in Belgium a couple of times purely as a spectator, I had only dreamed that I might one day have the chance to drive on it. So when I heard that the Centennial M Tour would not only be driving the Nürburgring Nordschleife, but also both Spa and the seaside Circuit Park Zandvoort in the Netherlands, I knew we were in for something special.

Zandvoort was alive and well on the F1 calendar, hosting the Dutch Grand Prix into the mid-eighties, although in a slightly different configuration. You can tell that the track isn't up to modern day F1 standards as it's fairly narrow with lots of tight turns... perfect for a car like the M2. It has more elevation change than a simulation game like iRacing would ever indicate, making for some exciting laps. It's a very fun track that's particularly brutal to the left-front tire and moderately hard on brake pads.

Speaking of brake pads, I arranged a group buy of Pagid racing pads, anticipating that our more aggressively driven M cars would need them to get through three long track days. It turned out to be a great call, as a more advanced driver among us, who didn't put them on his M2, was down to the metal on his stock pads by the end of our track fun. Doug at Turner Motorsports really jumped through some hoops to pull off the group buy for us... the pads were in short supply in the US and he worked directly with Pagid in Germany to ensure that they were shipped directly to us in Munich prior to our amazing delivery experience at the BMW Welt.

Spa... what can I say? While modern F1 tracks can be somewhat boring for a production street car, Spa has retained most of the really cool traits from the old track throughout its modifications to

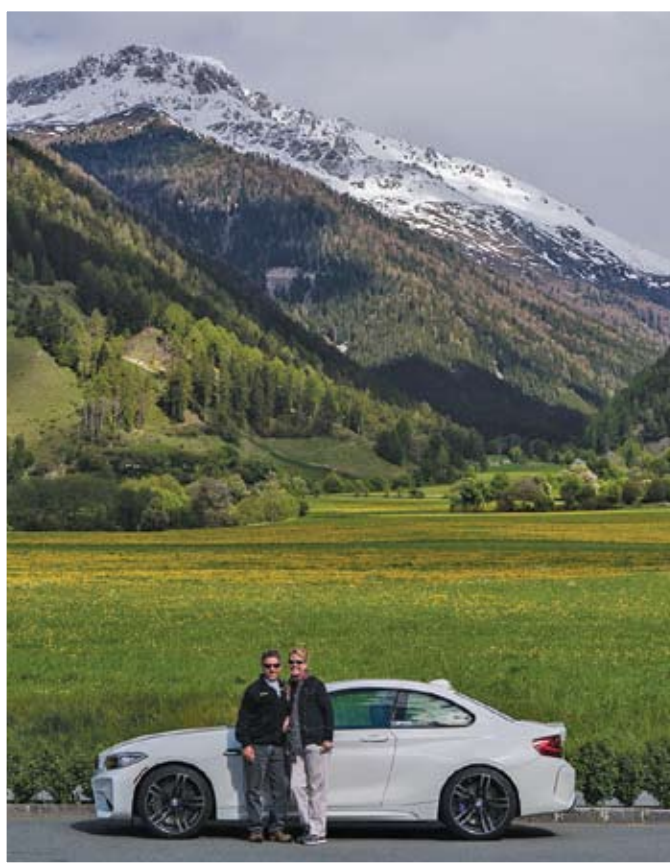


Photo: Blaine McNutt

support current day F1, including an overall elevation change of over 318'. Much like the Nordschleife, it's a track that truly feels like you're driving somewhere via mountain roads vs. continually going around the same old lap. The most notable, and certainly the most challenging, turn on the track is the legendary Eau Rouge. While F1 cars can take it flat out from the previous turn (La Source hairpin), I'm going to go out on a limb and say that it's impossible to do so without some very serious aerodynamic downforce at play. Once you figure out where the initial turn in occurs as you drop into the compression of Eau Rouge, it's incredibly exciting to mash the throttle to the floor as you launch steeply upward toward the invisible apex beyond the blind crest left hand bend. And all of that throttle mashing throughout this 4.4 mile long track resulted in literally burning a whole M2 tank's worth of gas in a 45 minute session! It was worth every Euro spent on fill-ups... multiple times. I will jump at another opportunity to drive this incredible track again, hopefully in a car as good as the M2.

At each of the three tracks we drove, the M2 in completely stock form stood up very favorably to some serious cars, many of which have a brand name starting with 'P'. I am unbelievably impressed with the M2 and we are anxiously awaiting the arrival of our car to the US.

by Blaine McNutt



Photo: Jim Patterson

Our Nürburgring Experience *by Tom and Sue Fota*

Five years ago, in May 2011, we took European Delivery of our very first BMW, Sue's Le Mans Blue 335is Coupe. The trip was planned to be all about cars: tours of the Munich and Dingolfing Plants, the BMW Museum, the Porsche Factory and Museum, and the Mercedes-Benz Factory and Museum, in addition to visits to Austria, Switzerland, and France. The trip was to culminate in a Sunday "Touristenfahrten" at Nürburgring Nordschleife, just three days prior to our departure on a Wednesday. We left Heidelberg on our way to a stop in Trier, then on to Cologne where we were to stay on Saturday night, prior to our planned Sunday at the 'Ring.

Coming in to Trier at about 16:30, we got an alarm from the Tire Pressure Monitoring System warning us that we had a low tire. Sure enough, the right rear tire was about as flat as a run-flat could be, so we drove to a parking lot and called the number that we were given at BMW Welt in case of an emergency and told them that we had a flat tire. They informed us that there was a BMW Service Center in Trier (which we had driven past) but that it was closed (as was just about everything after about 14:00), so they proceeded to reserve two nights at a very nice resort hotel in Trier. They told us to be at the BMW Service Center at 9:00 on Monday morning and they would notify the Service Center that we were coming. At the Service Center they put the car on a lift and discovered a large screw embedded in the center of the tread. They don't patch tires in Germany (unlimited speeds on the Autobahn, duh!) so they proceeded to locate a tire about an hour away. Someone with the tire met them half-way, and by the time we had lunch, they had completed the tire change (\$580 USD!) and we were on our way at 14:00. Alas,

we had missed our long-anticipated day at the Nurburgring, and were only able to spend one of our two planned nights in Rothenberg ob der Tauber. Then it was back to Munich to drop off the car, and we flew home the following day.

We hadn't even left Munich when we both said "We have to do that again!" So began the quest to return, only this time with an M car to drive at Nürburgring. Five years later, after much planning, we arrived at Nürburgring nine days after our delivery and we finally achieved our dream of driving Nürburgring Nordschleife in our new Sakhir Orange M4! It was as awesome as we had anticipated, particularly in the company of 30 other hard-core BMW enthusiasts. After Dan Tackett served as our "Ring Taxi", chauffeuring us around the 'Ring in our M4, we each took a ride with another one of the excellent and experienced drivers in our group, and then it was our turn to drive! Tom drove four laps and Sue drove three. It was as awesome as we had anticipated, but also intimidating, fun, scary, fast, and exciting! We earned our cool Nürburgring sticker (it's just not right to put a sticker on your car if you haven't driven the 'Ring!). And we couldn't leave without also buying Nürburgring jackets, hats, t-shirts, etc) Truly an experience that every BMW enthusiast should have at least once in their life! Although, after doing it once, you'll want to do it again!



Photos: Tom & Sue Fota



BMW vs. Porsche European Delivery *by Paul Silver*



BMW and Porsche are two different car companies with different missions. They both build great cars, though, and they both offer European Delivery programs. I've now had the opportunity to experience both companies' programs, having just taken delivery of an M3 and, in 2013, a Porsche Boxster S. So how do the two programs compare?

Cost is the first factor that comes to mind. Obviously there is a difference in the average price of a BMW versus that of a Porsche. But BMW has an additional advantage. BMW European Delivery customers receive a discount of 5% off the base MSRP. Depending on the model purchased, this can cover much of the cost of the trip. Porsche used to charge extra for the privilege of European Delivery, but now it's a no cost option.

When it comes to amenities, BMW provides a chauffeured BMW limousine pick-up at the Munich airport as part of the program, while Porsche provides two one-way transfer vouchers, which can be used for taxis at any time during the trip. For the Porsche European Delivery, we used these to get from the hotel to the plant on delivery day and to get from the plant to the hotel after drop off of the car. BMW's airport pick-up is very nice, indeed, while the Porsche transfer vouchers provides much appreciated flexibility. Porsche also provides a voucher for a free one-night stay at one of the Stuttgart business class hotels. Our hotel was well located in the center of town, and the room was spacious and comfortable. BMW doesn't have an equivalent offering.

How about the actual delivery experience? Porsche and BMW both have very nice lounges for the exclusive use of European Delivery customers, though BMW's Premium lounge at the Welt is much larger and has extensive offerings of food and beverages. Porsche's

lounge is more intimate, as is to be expected for a company with lower production and delivery numbers, and while there are food and drinks, these are much lighter than is available at the Welt. The BMW is the clear winner in this category. The Premium lounge is amazing.

The delivery experience at Porsche is best described as relaxed, yet thorough. There is a simple room, adjacent to the lounge, in which an array of vehicles await their new owners, parked side by side. The delivery specialist spent a significant amount of time going through every feature of the car, and making sure I understood everything. At the end of the delivery, I signed many forms, accepting delivery and getting the temporary insurance and registration set up, and the car was moved to the customer parking lot outside. BMW, on the other hand, provides quite a unique experience, with the walk down the "Stairway to Heaven," the stop along the way to see your car below, glittering in the light from above. The car rotates on a turntable, as if to show itself off. The delivery specialist spent much less time explaining the car's features, focusing on features different from what I already knew in my current E90 335d. The paperwork had been done the day before, and even that was a streamlined experience. To sum up, Porsche's delivery was very thorough and focused on the car, but perhaps a bit dry. BMW's delivery was shorter, but focused on creating an unforgettable experience.

Both companies provide free admission to their respective museums and free factory tours. BMW's museum is much larger, and is focused on telling the history of the company. Porsche's museum is smaller, very well organized, and is focused on its racing heritage. BMW's factory is massive, so a two-hour tour still only touches on parts of it. Porsche's factory is much smaller and more intimate, to the point that you actually are on the factory floor with the workers as they assemble the cars.

Finally, insurance coverage is quite a bit different, with Porsche requiring a €1000 deductible, while BMW's coverage has zero deductible. Both cover the vehicle for a period of two weeks, with longer periods of coverage available for an additional charge.

So which program is better? It depends on your priorities. They're both excellent programs. If you are considering a new vehicle purchase or lease, European Delivery is definitely the way to go, regardless of whether you buy a BMW or a Porsche.



2016 Inaugural Points Series

We are very excited to announce the first point series in SD BMWCCA history!

This series will begin with our July 23rd event in the West Lot and will run until our last event of 2016 on December 17th.

All autocross participants will automatically be entered into the series. In other words, if you sign up for any event between July 23 and December 17, your results will automatically be entered. Of the five events scheduled during the last half of the year, we will take each entrant's top four results for the end-of-season tally.

The points structure uses a formula that is based on your time: (class-winning time / your time) * 100. For example: if 1st place turned a 62.837 and you place 4th with a 64.123, and you will receive 97.99 points. If you switch classes during the season, we will use the class in which you received the most points, but with only four of the five events counting, switching classes will almost guarantee that you will not be in contention.

You must class your car appropriately and we will verify before awarding trophies. If you have questions about classes, please ask for help. Any protests of drivers or cars will be handled as follows: contact the Protest Chair (Matthew Kogan) and he will re-class the driver/car to the appropriate class with no other penalty. Any protest beyond a reclassification will be reviewed by the Protest Chair and all decisions will be final.

**Please note that this is a trial run for the Point Series. As we have never had such a series, we ask for your cooperation and understanding should we stumble along the way. If all goes well, we will adopt the series on a permanent basis next year.*

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What will my day look like?

7:00-7:15 – Arrive and empty car for safety inspection (we call this a tech inspection)

7:30-8:00 –Tech Inspection

8:00-9:00 – Introduction and Classroom

9:00-1:00 – Car Control Exercises

1:00-2:00 – Lunch and Classroom

2:00-4:30 – Autocross Practice

Online Registration is open on now!

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



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What car can I bring?

All registered, street-legal cars are welcome.

Who can register?

Any female with a valid driver's license who is 16 or older. Drivers between 16 and 18 years must bring a signed Parental Release form. BMW CCA membership is not a requirement.

How do I sign up and what is the cost?

Online registration opens September 1. Go to <http://www.sdbmwcca.motorsportreg.com/>. If you don't have an MSR account, sign up for free in order to register. The event costs \$50 which includes lunch catered by The Flying Pig Pub & Kitchen. If you sign up for the women's event *and* the regular autocross (taking place on October 16), you will get \$15 off the two-day price.

What should I bring?

Your car with a full tank of gas and good tire tread, your driver's license, and if you have one or can borrow one, a Snell 2005 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 events such as this.

I have more questions. Who do I ask?

You can email Kim at autocross-director@sdbmwcca.com.

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Achtung!
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will open on Sept 12
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Sunday, October 16

Photo: Ben Carufel

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Sunday, December 11th

5:00 p.m. – 8:30 p.m.

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Back to Buttonwillow – Track or Treat

Is it a Trick?

No, a Treat on Track at Buttonwillow Raceway Park
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Photo: Club archives

**See Page 7
for details**



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