

die flüsternde bombe

May 2012

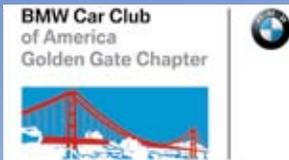
This issue:

Autocross Test-'n'-Tune

Nethercutt Museum Tour

Car-Control-Instructor's Confession





July 28, 8:00 a.m.-5:30 p.m.
Candlestick Park, San Francisco

Upcoming school:
October 20



The Ultimate Driving Skills

Experiment with your car's handling! Break your old bad habits! Have some fun, while you pick up some useful driving skills! The GGC Car-Control Clinic is the perfect answer, whether you're starting out as a teen driver, or just want to hone your talents. Remember, the Car-Control Clinic is a prerequisite for GGC track schools, too! But it's also terrific fun—and useful!—in its own right.

Things to know:

- Must be a member of BMW CCA
- Must have a valid driver's license (no learner's permits)
- Notarized Minor Release Waiver required if you are under 18 (see the GGC website, clinic overview)
- Two students can share one car (each must register separately)
- Convertibles allowed
- Be open-minded and willing to have fun!

What you get:

- Personalized attention from experienced GGC instructors
- Instruction geared to your level
- Short "chalk talk" followed by hands-on exercises
- Skid pad, slalom, and braking exercises
- Learn proper use of steering wheel, brakes, and throttle
- Approved pre-requisite for on-track high-performance driving school

Car-Control Clinic

- Registration is online only: go to www.ggcBMWcca.org/Calendar
- Registration is first come, first served; opens 6-8 weeks prior to the clinic
- Only \$120 per student—lunch included! (\$168 for non-members, includes one-year membership to BMW CCA)





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*mention promo code: GGR BMW, limit one per customer

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On the cover

Autocrossers take advantage of the pre-season Test-'n'-Tune to prepare for the much anticipated 2012 autocross season.

Photo by Jack Yu

Your input is encouraged!
Magazine submissions deadline is the first of each month prior to publication.

BMW Car Club
of America
Golden Gate Chapter



Die Flüsternde Bombe:

"The Whispering Bomb"

The Official Magazine of the Golden Gate Chapter, BMW CCA

1969-2012: Celebrating 43 years of BMW enthusiasm in the Golden Gate region.

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MAGAZINE AD RATES PER MONTH:

Commit to:	1 issue	2-3 issues	4-7 issues	8-10 issues
Inside black and white ads:				
Full page	\$344	\$327	\$310	\$275
1/2 page	\$188	\$179	\$169	\$150
1/4 page	\$135	\$125	\$113	\$105
Bus. card	\$ 88	\$ 84	\$ 79	\$ 70
Inside color ads:				
Full page	\$500	\$475	\$450	\$400
1/2 page	\$263	\$250	\$237	\$210
1/4 page	\$175	\$166	\$156	\$146
Bus. card	\$99	\$94	\$89	\$84
Specified Placement fee: 25% of ad cost/mo.				
Inside front/back cover:				
Full page	\$513	\$488	\$462	\$410
Back Cover:	\$775	\$737	\$698	\$620

Commercial Advertising:

This publication is read monthly by over 4,300 BMW enthusiasts in Northern California. Deadline for new ad artwork is the fifth day of each month prior to publication. Please submit artwork to the Advertising Manager.

Commercial advertisers are responsible for supplying their own ad copy. All commercial advertising must be paid in advance. Contact the Advertising Manager for further details: Advertising@ggcbmwcca.org. Please note, this publication is sent Bulk Rate USPS.

For Web or Email-blast advertising rates, please contact the Advertising Manager.

GGC, BMW CCA

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Chapter Mailing Address:

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 San Rafael, CA 94903

BMW CCA

The BMW Car Club of America, Inc. is a not-for-profit national association of over 70,000 members, dedicated to the enjoyment of driving BMWs. Membership is not limited to BMW owners and aims to provide access to driving and social events, maintenance and technical information, parts discounts, and more. Dues are \$48 per year, with an associate member added for \$10 more. Members receive the monthly *Roundel* magazine and a newsletter from their local chapter, or from a chapter of their choice. The Golden Gate Chapter is one of the largest chapters in the BMW CCA with over 4,300 members.

For a new membership or to renew an existing one, please call toll free 800 878-9292 or visit www.bmwcca.org. Visa and Mastercard accepted.

BMW CCA mailing address:

640 South Main St., Suite 201
 Greenville, SC 29601
 Phone: 864 250-0022
 Fax: 864 250-0038
www.bmwcca.org

MEMBER UPDATES

Membership address corrections are only accepted at the BMW CCA website or national office.

PRIVACY STATEMENT

By joining the BMW Car Club of America (BMW CCA), you provided personal information that allows us to contact you. BMW CCA provides this information to the Golden Gate Chapter (GGC) of the BMW CCA for the following purposes:

- To send the GGC magazine (*Die Flüsternde Bombe*) by U.S. Mail.
- To help us create content and events most relevant to you.
- To alert you to updated information and other new services from ggcbmwcca.org using an email announcement list.

GGC BMW CCA does not distribute personal information to any third parties. The information you provide to BMW CCA to be used by the GGC will not be used for any other purpose—we promise.

PUBLISHING

Die Flüsternde Bombe is produced monthly (except for combined issues Nov/Dec and Jan/Feb). Article/photo submission deadline is the first day of each month prior to publication. Submissions go to the Editor at: Bombe@ggcbmwcca.org.



Hello, GGCers! As your new secretary for the Golden Gate Chapter, I'm honored to be writing my first Across The Board column. While I'm fairly new to the Club—my first year of membership was a 2010 gift—I've been a BMW fan for most of my life. Outings in my father's 1974 2002 hooked me early on; the obsession started in earnest with the first BMW I called my own, a 1996 328i sedan. It was such a pleasure to drive—manual, of course!—and it helped bring me into the world of wrenching.

This DIY hobby began with an intake boot here, an oil change (and subsequent drain-hole re-tap) there—I was in love. Fast-forward to the present, and I've tackled significantly more interesting projects.

On my 2004 645Ci—yes, another manual!—I mostly played around with lighting. I wired the angel eyes to accessory power, swapped out the daytime running lamps with white LEDs, and tied in some capacitors to let these lights remain illuminated for about a minute after the car was shut off. Sadly, on my way to an autocross event, my beauty was struck by a distracted driver and rendered a total.

My next big project began with the acquisition of a 1999 M3 convertible: back to an E36! The previous owner had gradually modified it from stock to include a Dinan supercharger kit, intake, exhaust, and lowering springs. The lights were swapped out for HIDs, and the sound system was bumped up to a more modern head unit with accompanying amplifier and subwoofer, allowing me to blast out great driving music with the top down at speed.

My first priorities with the cabrio were to fix some of the problems it came with. The lowering springs were all wrong; they were for the coupe body style, so the heavier convertible would bottom out on some bumps. I swapped out the shocks and springs for a stiff H&R/Bilstein setup. Since this is my fun summer car, with no potential for track use, I decided not to use coil-overs. The current setup suits me quite nicely; though it is not exactly a soft-riding car, it handles quite well.

However, one day things got interesting on the on-ramp for Highway 680 southbound from Calaveras Road. I neglected to veer away from the two-inch lip of the connection joint on this concrete-paved overpass: WHUMP! Suddenly there was a significant increase in the exhaust note. Upon later inspection, I spotted a great crack completely separating the rear manifold from its flange. After some research, I settled on some shorty headers for a replacement—well, yeah, I was on the quest to make her faster, too!

I assembled a team of gullible friends and got to work. We removed the exhaust—starting with those pesky O₂ sensors—and spent an entire day removing the old mani-

fold and those stuck studs. It took about an hour to put in 24 new studs, using two jam nuts. The next day was spent installing those unwieldy snakey tube headers; the hard part was figuring out which wrench—and which contortion of arm and wrist—would allow torquing the stud nuts without extensive bruising. Then, of course, I forgot to re-install the secondary air system. So back under the car I went, undoing some of the nuts I had just toiled over.

The final straw was when I realized that there was no locking mechanism for the studs joining the headers to the exhaust; torque on the nut made the stud spin, with zero thread advancement. I eventually decided to replace the studs with bolts...

and another round of my favorite game: How Do I Get The Wrench Up There? Mercifully, that completed the project—and the song in the air while I tackled the slalom and skid pad with gusto at the March GGC car-control clinic made the scrapes and bruises all worthwhile!



By Jared Petrie, Secretary

You may ask yourself, "Why go through all that trouble?" Well, we all have our hobbies, and getting to know the inner workings of my favorite car brings a satisfaction that is only surpassed on a warm, top-down Spring day when you execute the perfect on-ramp entry, snicking through second and third gear up to the speed limit onto Highway 280—it will always make me smile.

I guess that's why we're in this BMW Club to begin with: it's our passion for these incredible driving machines. **GGC**

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	BMW CCA Website	www.bmwcca.org www.bmwccaOfest.org



CALENDAR OF EVENTS

» MAY

May 5 Autocross	GG Chpt
Marina Municipal Airport, Marina ggcbmwcca.org	Jeff Roberts autocross@ggcbmwcca.org
May 5 Bay Area Swap & Show	GG Chpt
Brisbane Marina, Brisbane ggcbmwcca.org	Larry Ayers martiayers@att.net
May 6 Cars & Coffee: South Bay	GG Chpt
Starbucks, Santa Clara ggcbmwcca.org	Eric Ries socialdirector@ggcbmwcca.org
May 12 ALMS Corral	GG Chpt
Mazda Raceway Laguna Seca, Monterey ggcbmwcca.org	Tammi Hull treasurer@ggcbmwcca.org
May 17 Board Meeting	GG Chpt
Round Table Pizza, San Mateo ggcbmwcca.org	Donna Seeley president@ggcbmwcca.org
May 19 Bimmerfest	Bimmerfest
Rose Bowl, Pasadena	bimmerfest.com
May 19 Car-Control Clinic	GG Chpt
Candlestick Park, San Francisco ggcbmwcca.org	Canyon Chan carcontrol@ggcbmwcca.org
May 27 Cars & Coffee: North Bay	GG Chpt
Peet's Coffee & Tea, San Rafael ggcbmwcca.org	Paula Williamson northarearep@ggcbmwcca.org

» JUNE

Jun 1 Wine Cruise	GG Chpt
Infineon Raceway, Sonoma infineonraceway.com	Mike D'Addario mdaddario@infineonraceway.com
Jun 2 Autocross	GG Chpt
Marina Municipal Airport, Marina ggcbmwcca.org	Jeff Roberts autocross@ggcbmwcca.org
Jun 2-3 GGC Corral at Sonoma Historics	GG Chpt
Infineon Raceway, Sonoma generalracing.com	General Racing
Jun 3 Car Club Challenge	GG Chpt
LeMans Karting, Fremont ggcbmwcca.org	Tammi Hull treasurer@ggcbmwcca.org
Jun 17 Tour & Steam Train Ride	GG Chpt
Niles Canyon Railway, Fremont ggcbmwcca.org	Mike Zampiceni tours@ggcbmwcca.org
Jun 21 Board Meeting	GG Chpt
Round Table Pizza, San Mateo ggcbmwcca.org	Donna Seeley president@ggcbmwcca.org

» JULY

Jul 14 GGC Summer Party	GG Chpt
Private Residence, Los Altos Hills ggcbmwcca.org	Jeff Cowan rvp@bmwcca.org
Jul 19 Board Meeting	GG Chpt
Round Table Pizza, San Mateo ggcbmwcca.org	Donna Seeley president@ggcbmwcca.org
Jul 21 Lake Sonoma Backroads Tour	GG Chpt
Lake Sonoma, Geyserville ggcbmwcca.org	Paula Williamson northarearep@ggcbmwcca.org
Jul 28 Car-Control Clinic	GG Chpt
Candlestick Park, San Francisco ggcbmwcca.org	Canyon Chan carcontrol@ggcbmwcca.org
Jul 29 Autocross	GG Chpt
Candlestick Park, San Francisco ggcbmwcca.org	Jeff Roberts autocross@ggcbmwcca.org

» AUGUST

Aug 4 Pinnacles Driving Tour	GG Chpt
Pinnacles National Park, Paicines ggcbmwcca.org	Ian Dunn membershipchair@ggcbmwcca.org
Aug 16 Board Meeting	GG Chpt
Round Table Pizza, San Mateo ggcbmwcca.org	Donna Seeley president@ggcbmwcca.org
Aug 17 Legends of the Autobahn*	Central Cal
Monterey legendsoftheautobahn.org	Jacque Bechek jbechek@bmwcca.org
Aug 18-19 BMW CCA Festorics*	Central Cal
Monterey festorics.org	Jacque Bechek jbechek@bmwcca.org
Aug 25 Autocross	GG Chpt
Marina Municipal Airport, Marina ggcbmwcca.org	Jeff Roberts autocross@ggcbmwcca.org

» SEPTEMBER

Sep 9 Napa Valley Winery Tour	GG Chpt
Napa Valley ggcbmwcca.org	Paula Williamson northarearep@ggcbmwcca.org
Sep 17-23 BMW CCA Oktoberfest*	BMW CCA
Mid-Ohio Sports Car Course, Columbus, OH bmwccaofest.org	BMW CCA
Sep 20 Board Meeting	GG Chpt
Round Table Pizza, San Mateo ggcbmwcca.org	Donna Seeley president@ggcbmwcca.org
Sep 21-23 FIA WTCC Corral	GG Chpt
Infineon Raceway, Sonoma ggcbmwcca.org	Donna Seeley president@ggcbmwcca.org
Sep 22 Autocross	GG Chpt
Marina Municipal Airport, Marina ggcbmwcca.org	Jeff Roberts autocross@ggcbmwcca.org

» OCTOBER

Oct 7 Womens Wine & Spa Day	GG Chpt
TBD ggcbmwcca.org	Paula Williamson northarearep@ggcbmwcca.org
Oct 18 Board Meeting	GG Chpt
Round Table Pizza, San Mateo ggcbmwcca.org	Donna Seeley president@ggcbmwcca.org
Oct 20 Car-Control Clinic	GG Chpt
Candlestick Park, San Francisco ggcbmwcca.org	Canyon Chan carcontrol@ggcbmwcca.org
Oct 21 Autocross	GG Chpt
Marina Municipal Airport, Marina ggcbmwcca.org	Jeff Roberts autocross@ggcbmwcca.org

» NOVEMBER

Nov 3 Top Driver Shootout	GG Chpt
Marina Municipal Airport, Marina ggcbmwcca.org	Jeff Roberts autocross@ggcbmwcca.org
Nov 9-11 Thunderhill Driving School	GG Chpt
Thunderhill Raceway Park, Willows ggcbmwcca.org	Kelly Collins
Nov 15 Board Meeting	GG Chpt
Round Table Pizza, San Mateo ggcbmwcca.org	Donna Seeley president@ggcbmwcca.org

* Regional or National Club events

To add an event to the calendar, email your information to:
CommunicationsManager@ggcbmwcca.org

chapter summer Party!

JULY 14

Mark your calendars and get set for some fun in the sun!

- Lush setting at an incredible private home in Los Altos!
- Feast on BBQ and make-your-own hot fudge sundaes!
- Play in the pool... or dine in the pool!

Bring the whole family— it's always the best gathering of the year! Online registration and additional details coming soon.



BMW CCA

BMW Car Club of America

Monterey Weekend



Legends of the Autobahn Friday, August 17

- Rancho Cañada Golf Club in Carmel Vally
- Featuring BMW, Porsche, Mercedes-Benz & Audi Clubs
- Big Sur driving tour
- Barbeque dinner

Motorsport Reunion at Laguna Seca Saturday / Sunday, August 18 & 19

- Vintage Races at Mazda Raceway Laguna Seca
- BMW Corral at Turn Five
- Catered Lunch at our BMW CCA Spaten hospitality tent

To register — visit www.festorics.org OR www.legendsoftheautobahn.org





ANNOUNCEMENTS

BOARD MEETINGS

Thursday, May 17, 7:00 p.m.

Round Table Pizza, 1304 W. Hillsdale Blvd., San Mateo
Donna Seeley, president@ggcbmwcca.org

Board meetings are **open to all members**; they're a great way to get involved with your chapter! Come join us for some lively conversation!

GGC AUTOCROSS

May 5

Marina Municipal Airport, Marina

Autocross team, autocross@ggcbmwcca.org

Autocross events are low-to-medium-speed auto-racing meets that are often run in parking lots and on airport runways. Generally, a course will be defined using traffic cones. One at a time, drivers negotiate the course, testing their skills against the clock. Time penalties are charged for disturbing cones, with a penalty of one second per cone. As a rule, each driver takes six or seven runs at an event, and is awarded the best time of all runs taken.

This is an inexpensive, safe way to experience racing. It develops your driving ability, and helps you discover your car's capabilities and limitations—making you a better, safer driver on the road. Many would-be race drivers use it as a jumping-off point into the sport of road racing, but the greatest thrill of autocross is the challenge of beating your own "personal best" time. It's fun! Want to learn more? Check out our Autocross Primer at ggcbmwcca.com under Driving Events>Autocross, or visit bmwautocross.com.

You don't have to drive a BMW in order to participate, but all participants must be BMW CCA members. If you are not currently a member, you can add a BMW CCA membership during the registration process and pay during checkout.

Event cost is \$50 (a sack lunch is optional for an extra \$5). Our lunch break is only 30 minutes long. You must return on time! The drivers' meeting begins at 9:00 a.m.; if you miss the drivers' meeting, you will not be allowed to participate in the event.

Registration is only at MotorsportReg.com

Upcoming dates:	September 22 (Marina)
June 2 (Marina)	October 21 (Marina)
July 29 (Candlestick)	November 3 (Top Driver Shootout: Marina)
August 25 (Marina)	

BAY AREA 02 SWAP & SHOW XII

May 5, 9:00 a.m.–3:00 p.m.

Registration on-site only: 9:00 a.m.–10:00 a.m., free to walk-in traffic

Brisbane Marina, 400 Sierra Point Parkway, Brisbane
Larry Ayers, martiayers@att.net

BayArea02.com

Plans are in place for the 12th Annual Bay Area 02 Swap & Show at the Brisbane Marina. We will use the north parking area as before, with the grass area near the Bay reserved for showing our cars.

This event gives Bay Area BMW owners a great opportunity to display their 1963–1976 cars, includ-

ing *Neue Klasse* sedans, E3 sedans, E9 coupes, plenty of 2002s, and maybe even a 1600GT! It doesn't matter whether your car is ready for the concours, a daily driver, or even a car just starting some restoration—there is no judging, and you only need to open your hood or door if you want to discuss your car's individuality with others.

As before, we welcome swappers in the parking area. We will have a great raffle, and we hope to put together a "Quarter Panel" of 02 specialists to answer your pressing questions.

Walk-in traffic is free. Registration to show or sell will be \$20, cash only, on the day of the event. Swap or show, it's the same price and includes this year's T-shirt.

CARS & COFFEE: SOUTH BAY

May 6, 9:00 a.m.–12:00 p.m.

Starbucks, 3551 Homestead Road, Santa Clara
Eric Ries, SocialDirector@ggcbmwcca.org

Please join us and your fellow BMW CCA members for Cars & Coffee! This is simply a casual get-together where we'll hang out with a warm morning beverage and enjoy some great conversations about BMWs—and whatever else happens to come up. The event will be at the Starbucks on Homestead and Lawrence Expressway in the Super Kyo-Po Plaza.

Please register if you plan to attend: www.bit.ly/GGC-CarsNCoffee.

ALMS RACE CORRAL AT LAGUNA SECA

May 12

Laguna Seca, Monterey

Pat deWitt, editor@svbmwcca.org
tiny.cc/BMW_ALMS_corral2012

The annual ALMS BMW Corral, sponsored by BMW NA and brought to you by the Sacramento Valley and Golden Gate Chapters of BMW CCA, will be open on Saturday for you to enjoy the six-hour endurance race—right into the darkness!

Practice and qualifying are on Friday—corral passes are good for both days. There is no racing on Sunday. Dress warmly, as Monterey gets quite cold after the sun goes down!

The track is requiring us to sell ten race tickets in order to have the corral. So please help us by purchasing your Saturday-only race ticket from us at the MotorsportReg.com link above (tiny.cc/BMW_ALMS_corral2012). If you would like race tickets for other days, or multiple days, please purchase them directly from the track at www.mazdaraceway.com. Every person, except those twelve and under, must have their own race ticket in order to enter the track. But you only need one corral pass per car, not per person.

But the race is only part of the fun! Our generous vendors enable us to hold a drawing for a set of Dunlop tires, as well as other goodies. (You must be a BMW CCA member to win.)

Corral tickets are \$15 per car, and the required Saturday race tickets are \$50 per person—these prices include the credit-card and track-process-



ing fees. Tickets and corral passes are available through MotorsportReg.com. Registration ends May 4!

CAR-CONTROL CLINIC

May 19

Candlestick Park, San Francisco

CCC Team, carcontrol@ggcbmwcca.org

Car-control clinics are among our Club's greatest community services. Because of these courses, there are now many better and safer drivers who share the road with you and me. Why don't you become one of them, too?

You will learn the basics of performance-car control by participating in three low-speed exercises—slalom, skidpad, and emergency-avoidance tactics—complete with instruction. These exercises will better prepare you for situations on the track, as well as in everyday driving.

After this school, you'll know what to do when your car begins to slide, or how to safely maneuver in control during that panic stop. Even if you think you know what you are doing with your current skills, come out and explore the limits of your car in a controlled setting. This is also an exceptional (and fun!) school for teenagers and beginning drivers.

Attending a car-control clinic is a prerequisite for all first-timers (with no previous on-track driving experience) who plan to attend our high-performance driving schools.

Event cost is \$120 for BMW CCA members and \$168 for non-members (which includes a one-year BMW CCA membership). Lunch is included. If you plan to attend, please read our event overview!

Registration for our clinics begins approximately 6–8 weeks before the event. For more information, see the CCC Overview or contact the CCC team.

Our 2012 schedule:

July 28 (Candlestick)

October 20 (Marina)

CARS & COFFEE: NORTH BAY

May 27 2012, 9:00 a.m.–12:00 p.m.

Peet's Coffee, 800 Northgate Mall, San Rafael

Paula Williamson, NorthAreaRep@ggcbmwcca.org, 707-695-3998

Join your fellow BMW CCA members for Cars & Coffee! This is just a friendly get-together to enjoy each other and our cars. Please RSVP to Paula Williamson before Saturday, May 26.

SONOMA HISTORIC MOTORSPORTS FESTIVAL: WINE CRUISE AND TRACK LAPS

June 1, 9:00 a.m.–5:00 p.m. (Friday)

Sonoma

\$50 per person

Mike D'Addario, (707) 933-3941, mdaddario@infineonraceway.com

Why not make it a long weekend of the Sonoma Historic Motorsports Festival? (See announcement below.) Or you might play hooky on Friday, and take a day to enjoy Sonoma! This special tour starts at Infineon Raceway and proceeds with a beautiful drive to a specially chosen winery. There you'll enjoy a tour of the grounds and wine-

making facilities. Included in the tour will be a delicious barbeque lunch—tri-tip or chicken, with all the fixings—and a wine-tasting.

Once we return to the track, you can take in the vintage race cars preparing for the weekend motorsports festival. Finish your day off with a few low-speed laps around Infineon—and make sure you smile as you head up to Turn Two (Chaos Corner), as you and your ride will be photographed!

- 9:00 a.m.*: Meet at Infineon Raceway for registration, coffee, and pastries (water to be provided)
- 10:00 a.m.*: Leave raceway and cruise to a local winery
- 2:00 p.m.*: Leave winery at and head back to the track via the same route
- Arrive at raceway, watch the vintage-cars practice for the weekend races
- 5:00 p.m.*: Drive a few laps around the famed 2.52-mile Infineon Raceway

*TIMES APPROXIMATE

SONOMA HISTORIC MOTORSPORTS FESTIVAL: BMW CORRAL

June 2-3

Infineon Raceway, Sonoma

Paula Williamson, NorthAreaRep@ggcbmwcca.org

www.tiny.cc/SonomaHistorics-GGC-Tix

Join us in the wine country at Infineon Raceway for the famous Sonoma Historic Motorsports Festival! Sonoma Historics is vintage racing at its finest, featuring nearly 400 historic race cars. Where else can you see cars on track that span the 20th century? You'll see cars from all the great racing groups: Pre-War Sports and Racing cars, Sports Racing Cars, Formula Cars, Historic Trans-Am, Historic Can-Am, IMSA GTP, FIA, GT, and Grand National.

Take in the races and historic race cars while sipping on local wines and food. But take it very easy on the *vino*, because at the end of the day, your corral pass is your ticket to parade laps on track in your car!

GGC's BMW Corral features:

- Exclusive reserved parking for BMW owners at Turn 3
- Full visibility of the race cars on track from the Corral
- Complimentary refreshments
- Parade laps on track in your BMW on Saturday and Sunday afternoon

The Corral is a ten-minute walk or two-minute shuttle ride from:

- The Wine Country Pavilion, with food and wine samples from Sonoma and Napa
- Midway food and exhibits
- Wine Country Motorsports store
- The paddock and pit for an up-close look at the race cars

Basic Info:

- \$35 single-day race entry, plus \$15 single-day pass for the Corral
- \$50 weekend pass race entry, and \$20 weekend pass for the Corral

- The corral pass will be your ticket for the parade laps on the track at the end of each day
- **All tickets will be available online ONLY at this link:** <http://tiny.cc/SonomaHistorics-GGC-Tix> (sorry, no sales at the gate!)

CAR-CLUB KARTING CHALLENGE

June 3, 8:00 a.m.

\$75 per driver

LeMans Karting, 45957 Hotchkiss St., Fremont

Tamara Hull treasurer@ggcbmwcca.org

Calling all drivers! Come represent the GGC and the BMW marque at this car-club challenge. Teams from PCA, Lotus Club, Audi Club, and Tesla will also be participating.

This event is run in a team-endurance format, where teams race to complete as many laps as possible within the allotted time of 2½ hours. Teams will need to make decisions on qualifying strategy, driver order, and pit-stop tactics.

Event format:

- One five-minute practice/qualifying session
- A minimum of two stints per team driver during the race

The Mega Track will accommodate up to fifteen karts at a time. For the practice/qualifying sessions, one member from each team will be on the track at a time; since there are teams of five, qualifying will be split into five separate sessions. The top time from each team determines the starting order for the race. The teams will then have a short break to discuss driver order for the race.

This is a 2½-hour timed event. Each team must complete a minimum of nine driver changes during the race (two stints per driver). As with real endurance racing, driver changes will be done while the clock is running. Remember, great communication makes a great team! Team shirts are required.

There will also be a car show in the parking lot, food, and prizes!

GGC TOUR AND STEAM-TRAIN RIDE

June 10

Fremont

Mike Zampiceni, Tours@ggcbmwcca.org

The Loma Prieta Region of the Porsche Club of America will join us for this event: two marques, twice the fun! This tour starts in east San Jose and ends in the Niles district of Fremont. We'll start out the morning the right way, by

traversing some entertaining back roads east of San Jose, then head over to the Niles Canyon Railway in Fremont. Here we'll take a ride on a restored steam train to the village of Sunol and back. We plan on having lunch in the Niles area after the ride.

GGC SUMMER PARTY!

July 14

Private Residence, Los Altos Hills

Mark your calendars; we've set a date for our annual chapter party! We'll start the day with a great touring drive (optional) over some fantastic mountain roads. The party starts in the afternoon at an incredible private residence, where you'll be treated to a feast and a pool party. Bring the whole family to this one—it's always the best gathering of the year!

Online registration available soon.

LAKE SONOMA BACK-ROADS TOUR

July 21, 8:30 a.m.-all day

Meet: Vintage Caffé, 2522 Mankas Corner Rd, Fairfield

Paula Williamson, NorthAreaRep@ggcbmwcca.org

RSVP by July 15

The day will start with breakfast at Vintage Caffé in Fairfield—please bring cash (average price is \$8–\$15 per person). The drive to Lake Sonoma will be along back roads via Lake Berreyessa to Route 120 up to Geyserville. The drive is about 120 miles one-way; it will take three to four hours, depending on the lengths of stops. We'll run at a pace that will let you enjoy both the scenery and winding roads. There are many wineries in this area for those who wish to explore on their own.

After a stop at Lake Sonoma for photos, we will end the tour with lunch at the beautiful **Francis Ford Coppola Winery's Rustic Restaurant**. Prepare to be wowed with the Rustic's outdoor terrace overlooking the picturesque Alexander Valley—and by their gourmet cooking!

Alternatively, at the Poolside Café, swimmers and sunbathers alike are welcome to pull up a seat at the outdoor café located just steps from the pool and park area. The café serves a selection of summertime fare, including salads, paninis, and gelato. They'll even deliver your order directly to your poolside lounge chair! (Note: Pool passes are NOT required to dine at Pool Café, but a pool pass must be purchased to use the pool and patio.) Our route home is a straight shot back down 101 at the end of the afternoon.

More detailed information will be provided on the date of the tour. Please RSVP by July 15 so we have a head count for our breakfast reservation.

PINNACLES DRIVING TOUR

August 4, 9:00 a.m.-all day

Meet: Los Gatos (TBA)

Pinnacles National Monument, 5000 Highway 146, Paicines

Ian Dunn, MembershipChair@ggcbmwcca.org

It's been a few years since we've done this tour, so save the date! There won't be a group hike this year, but the picnic tradition continues!

More details to come as plans develop.



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August 17-19

Monterey area

Jacque Bechek, jbechek@bmwcca.org

tiny.cc/BMW_CCA_MontereyWknd_2012

LEGENDS OF THE AUTOBAHN

August 17

Rancho Cañada, Carmel Valley

www.legendsoftheautobahn.org

The Legends Of The Autobahn concours began in 2009 as a stand-alone BMW event. Recognizing the potential for an even bigger German-alternative event during the annual Monterey sports-car week, event organizers invited the Porsche and Mercedes-Benz clubs for the 2010 event—and we are pleased to announce the addition of the Audi club for 2012. Now in its fourth year, Legends Of The Autobahn has become a local and regional sensation; in fact, in 2011, it saw the North American debut of the BMW 328 *Homage* concept car, gaining international recognition.

The event includes corral parking and separate judging areas for each club. There may be a separate parking area for non-participants. Attendees can register either for the club corrals or for judging.

A special lunch will be available, or you may bring your own picnic lunch. Event shirts are also available.

Please register early for this event, as space is limited. You may register your car and pre-order lunches and event T-shirts.

BMW CCA BARBEQUE NIGHT

August 17

Rancho Cañada, Carmel Valley

This year's Club dinner is a much more casual affair at Rancho Cañada. Follow up the Legends concours with a barbeque dinner of barbecued chicken, tri-tip of beef, barbecued ribs, six assorted salads, corn on the cob or fresh vegetable medley, chili beans or chef's-choice starch, and garlic bread or warm rolls and butter; there's a coffee-and-hot-tea station, and we'll finish with a chef's-choice dessert.

BMW CCA FESTORICS

August 19-21

Mazda Raceway Laguna Seca, Monterey

Join us in celebrating BMW Tuners at the legendary BMW CCA Festorics at the Monterey historic races—now called the Rolex Monterey Motorsports Reunion. This annual event celebrates the mystique of BMW and our appreciation for the marque. Set for August 17-19, the Festorics features a two-day parking corral with hospitality tents overlooking Laguna Seca's Turn Five. Enjoy a catered lunch Saturday and Sunday, and special events in our exclusive BMW CCA hospitality tent above Turn Five. You'll want to be present for the Saturday drawing to win a two-day M Driving School at the BMW Performance Center!

NAPA VALLEY WINERY TOUR

September 9

Paula Williamson, NorthAreaRep@ggcbmwcca.org

Save the date. More details to follow as our plans devolve for this fun tour!

43RD ANNUAL BMW CCA OKTOBERFEST

September 17-23

Columbus, OH

BMW CCA, bmwccaOfest.org

Driving school? Rally? Autocross? Gymkhana? For BMW fanatics, there's nothing like our annual BMW CCA Oktoberfest celebration. Every year, hundreds gather from around the country to celebrate the joy of owning a BMW. There's something for everyone, whether you love to compete—on and off the track at Mid-Ohio Sports Car Course—improve your driving skills, or just have a good time. If you're a racer, a tuner, or a cruiser—or if you just love BMWs—you won't want to miss Oktoberfest 2012.

FIA WTCC CORRAL

September 21-23

Keep your calendar open for this weekend, because plans for a BMW CCA parking corral are in the works as the World Touring Car Championship comes to America!

What is the FIA World Touring Car Championship, you ask? Well, here's the skinny from Infineon: "The FIA World Touring Car Championship makes its maiden voyage to the United States in 2012, and what better place than Infineon Raceway? Buckle your seatbelts for a great weekend of fender-to-fender racing on the twisting road course. There will be plenty of beatin' and bangin' between these full-bodied race cars in two 30-minute sprint races, both on Sunday. Drivers subscribe to the 'rubbin' is racin'" theme, so expect tempers to flare and intensity to be at an all-time high. Sonoma is Round Nine of the twelve-race global series, which also features stops in exotic locales like Italy, Brazil, Portugal, Morocco, and Macau."

WOMEN'S WINE & SPA DAY

October 7

Save the date! More details will be posted shortly as they become available.

THUNDERHILL DRIVING SCHOOL!

November 9-10

Thunderhill Raceway Park, Willows

Kelly Collins, TrackSchools@ggcbmwcca.org

Come learn the art of high-performance driving at our Thunderhill driving school! The focus of our driving school is on safety and education; every student is assigned an instructor until they are signed off at the event. Our dedicated team of experienced instructors will help you learn at a comfortable and enjoyable pace.

Your vehicle must undergo a technical inspection by a qualified mechanic within 30 days of the event. Bring the completed, stamped, and signed GGC Tech Inspection Form with you to registration. Self-techs are not allowed, and tech-inspection forms other than GGC's will not be accepted.

Check the website for additional details.



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AUTOCROSS

TEST-'N'-TUNE



By Brad Vaughan

Photos by Mark Mervich,
Jeff Roberts, and Jack Yu

As the date for the March Test-'n'-Tune pre-season autocross event approaches, my anticipation intensifies: Soon it will be autocross season! Between March and November, I get one day a month to satisfy my need for speed, thanks to my wonderful wife, who gives me the day pass.

With high expectations, like my kids on Christmas morning, I wake at 5:00 a.m., giddily anticipating the day. The early start is part of my autocross-day ritual: Get out of the house without waking up my kids early—and thus without generating a significant withdrawal from the marriage bank account. This particular morning is a crisp 36° as I start the familiar hour-and-a-half drive to Marina, north of Monterey. It may seem like a long drive, but there's something special about cresting the Santa Cruz Mountains to see the sun struggling to break through the fog. The twisty Highway 17 brings its own challenges and rewards early in the morning, when the normal traffic is absent. Soon the Pacific Ocean is passing by on my right until I turn off

Highway 1 for Reservation Road. I arrive at the gates and head down the stretch of airport that is the spiritual home of the Golden Gate autocross world.

The GGC truck and trailer roll through the gates at about 7:00 a.m. with Jeff Roberts, our tireless leader, at the wheel. Soon Kyle Gambucci, in his Mini, and a number of others begin to populate the tarmac parking area. The next hour is a flurry of unpacking, setting up, laying out the course, and getting everyone signed in.

Nine o'clock rolls by, and we all walk the course and put some chalk outlines around the cones. Our course designer, Dave Sparks, has two items on the menu for us today: a figure-eight course and an under-one-minute autocross course. The figure eight is a good challenge to refine the setup of the car. The autocross course has a slalom, hairpins, and plenty of directional challenges to help with sorting out your car. More important, though, it's good old-fashioned fun, and gives the drivers the opportunity to tighten the "nut behind the wheel."

This is my first Test-'n'-Tune event—and the third one in as many years that GGC has offered. It differs from a normal autocross event in a few ways; first of all, it's not a competitive event. It's more of a warm-up of your autocross skills, and an opportunity to tune your car to the optimal setup prior to the season.

In a normal autocross, the participants are split into three or four groups; some are driving, some are working, and some are relaxing. For this event, everyone drives as much as they want during the day. However, if you knock down any of the cones marking the course, you're responsible to go back and return them to their original position.





The course is timed, but you keep track of your own times to analyze how your setup is working.

My car is a bone-stock E46 M3 of 2005 vintage, so the “tune” part of this event for me is less about tweaks to my car than my own attunement. My goal for the last few autocross seasons has been to improve my driving in order to get the most out of the car. To help me analyze my driving, I use an Android-phone application called Trackmaster (\$7.99) that interacts with a small Bluetooth Qstarz BT-Q818XT (\$50) 10Hz GPS receiver mounted on the rear parcel shelf of my car. It’s good fun to look at top speeds and lateral g’s across splits, and compare different driving techniques and tire pressures.

A stroll through the parking area during the day reveals an interesting collection; around 30% of the vehicles are non-BMW—mix of hot hatchbacks and some dedicated track weapons. Some of the regulars have new equipment, or have slightly reconfigured their previous setups. There is the usual number of cars propped up on jacks, having their suspension settings firmed up or wheels changed for some stickier rubber. The most unique picture is Mark Mervich driving his open-wheel formula car across the tarmac, towing a small wagon filled with the essentials: tire-pressure gauge, tire scraper, etc. My favorite scene: a Valencia Orange 1 Series M getting its spirited introduction to cone-dodging. It’s refreshing to see it driven in anger, even with low mileage.



By far the most eye-opening experience is to swap cars with another participant. I have the pleasure of trying a fellow A-class driver’s similar M3. Our cars are the same year and have the same tires, but they differ in drivetrain: I now have a chance to row a traditional stick, while James Keane plays the flappy paddles in my car. How different two cars can be! After a lap, we both agree that my car turns in better, while his traditional gearbox makes the throttle response more lively. It is puzzling to both of us—and something to think about. More perplexing to me is how James still beats me regularly during the normal season. Once again, this proves the importance of the skills behind the wheel; I have a good target to aim for this season!

During the day, natural groups form as drivers huddle together, comparing setups and exchanging times. It's the norm to seek out a similar car-and-driver combination to use as comparable benchmark. The newbies seem to be improving their times; this event gives them the opportunity to get pointers and feedback from the old pros. I must say that the autocross crowd is the most social group of drivers I have come across in a motorsports paddock. This is the ideal place to start your addiction!

Time flies, and I've completed so many storming circuits around the course that I need to duck out for a few gallons of gas. Upon my return, I'm frustrated to find my times beginning to rise. I realize that once again the sport of autocross has beaten me; my intense focus on trying get into the 44-second range has exhausted my concentration.

As I drive back toward the parking area, the empty figure-eight course lures me in. The constant-radius corners of the course encourage me to release my bad side. Soon enough, I sense the rear tires loosening up, and feel my right foot growing heavy. The reason I drive a rear-wheel-drive sports car can be summed up in one word: oversteer. What is it about flirting with the limits of traction that gives us so much childish pleasure?

I depart the skidpad through a light-blue cloud of tire smoke and park back in my space. I'm done for the day—and it's been a great one. While nothing focuses your driving like the friendly class competition of a regular autocross, I do think this Test-'n'-Tune format has a strong future. I'll be at the next one; I hope we see you out there, too. **GGC**





My "Aha!" Moment

Usually it's the students who learn, not the car-control instructor.

Christina Breton



Jason Martinez



Orville Pedersen

By Paula Williamson



Christina Breton

I am a self-confessed car snob. If it's not new enough, shiny enough, sleek enough, or handsome enough, I don't want to know about it. Don't even get me started if it's not German-built (except for maybe that infernal dancing Italian horse)! Back in my homeland of Australia, my sister once told me I was a car snob—and I agreed!

Admittedly, that bias seeps into my driving-school instructing, too—but it's taught me a lesson.

Instructing at our popular GGC car-control clinics is a real joy for me. It's interesting to see the usual progression of the students from white-knuckled and nervous in the morning to having the "aha" moment and grinning from ear to ear in the afternoon. Seeing that light bulb come on the moment when it all comes together is addictive; the gratification that ensues after sharing this moment is tremendously satisfying. As volunteer car-control instructors, we all joke about how we should be paid more than just a sandwich and a bag of chips, but it's these special moments, along with the big smiles and thanks at the end of the day, that really make it a pleasure.

Despite my love of instructing, the snob in me has always been subconsciously present; that's why I'm always careful about which car I hop into. My brain tends to have a built-in spreadsheet with a custom sort button: M cars are always first—sorted by age, new to old—then any BMW will get preference over any non-BMW; and then, of course, non-BMWs are sorted by age order, European over non-, more horsepower over less horsepower, new to old. So you can imagine where the 1972 Toyota Corolla in my student group at a recent GGC car-control clinic fell on that spreadsheet.

It was an interesting day for me. My M-car people were struggling, and they just weren't getting it. It was a battle for every one of them simply to control their cars. Each lap on the skidpad was breaking my neck, and the ensuing exhaustion left my patience worn thin. "Smoothly," I

encouraged, "gas on, gas off, squeeze the pedal, hold your steering wheel still, stay off the brake pedal." Aaargh! These people have so much horsepower, yet they can't control it!

The last session of the day is the slalom exercise. This is usually where it all comes together for students. Everything we've been teaching is applied at this one exercise; those who have been listening and learning will excel. Once again, I see out-of-control M cars all over the place, and my heart sinks. Finally, with an hour to go, it's my turn to take the student in the 1972 Corolla. I reluctantly hop into this car that I've been subconsciously avoiding all day. It's old and tattered, just what this car snob detests. I smile and introduce myself and ask my student what aspects he's working on.

Then off we go. Down the slow side of the slalom, he negotiates the cones with ease, expertly brushes the brake pedal to settle the suspension as we approach the exit gate, and looks for his apex cone on the other side of the 180-degree turn—just as we'd been teaching. Handling his car superbly around the apex and down the fast side, he continues to execute the entire four laps seamlessly. I am dumbstruck! All I can do is clap my hands excitedly and congratulate him.

As we exit the slalom area and return to the staging area, he enthusiastically asks me for more input, and for tips on how he can improve. I am floored—or maybe that should read "flawed"; here is the perfect student, in a 1972 Toyota Corolla. The car snob is humbled; this student, driving my nightmare car, is the best student of the day! He's eager, he asks all the right questions, and he's applying everything we've taught him. He really listened!

So I want to thank my new Corolla friend, whom I will always remember for teaching me. His wonderful attitude and the old Toyota Corolla imparted a valuable lesson: Don't judge drivers by the badge on their cars. **GGC**

Nethercutt

Rain-Or-Shine Tour

By Dennis Harrold

Photos by Jon Milledge and Chuck Robertson



Inspired by our great trip to the Mullin Museum last year, the Central Coast members of the chapter started 2012 with an expedition to the Nethercutt Museum in Sylmar. The complex is the inspiration of the Nethercutt family, founders of Merle Norman Cosmetics, who own and operate the company. A brief history: Merle Nethercutt Norman started the cosmetic business by literally mixing and packaging various products in her Santa Monica home, demonstrating them first to family and friends. Her nephew, Jack B. "JB" Nethercutt, came to live with her after his mother died. Jack began helping out with the business, and left his studies at the California Institute of Technology to devote his time to the growing business, eventually buying the company.

By the mid-1950s, JB was affluent enough to follow his passion for cars, buying a 1936 Duesenberg convertible roadster for \$5,000 and a 1930 DuPont town car for \$500—both in dire need of care. Thus began his predilection for restoring vintage cars; the collection kept growing, and in 1971, JB and wife, Dorothy, opened the museum at its present location. Their son, Jack B. Nethercutt II, was also smitten with cars, and active in big-time sports-car racing from 1956 to 1965. He won several races on the West Coast driving Lotus and Ferraris. In 1960, he finished third in the 12 Hours of Sebring in his Ferrari 250 TR 59/60 with the great Pete Lovely as co-driver.

We had no intention of racing from Santa Maria to the Nethercutt Museum on this rainy Saturday; the clouds were so thick after a heavy overnight rain that it was more like dusk in Alaska than a California morning. We were hoping that Mother Nature would be kind to us, since our objective was 155 miles to the south. Special guests were Jon and Vicki Milledge from the Porsche Club; Jon served as our group photographer for the day. Chuck Robertson was with us for the first time in several years at the wheel of his E39 M5, and also contributed his camera work.

Since this would be nearly a six-hour round trip, we shared rides. I had the pleasure of sharing driving time with Bill Winstanley in his 128i coupe. It's well equipped with the M package, six-speed manual, and other goodies, including a mellow exhaust system. That 128i is a very nice ride, and I concur with those who view it as the spiritual successor to the 2002. Thank you, Bill—and I promise not to say a word about your being our eldest member.

Time management was important, since our tour of the Special Collection was scheduled for 1:30. The trip south was mostly rain-free, as Sam Burg led the way down 101 in his Escalade with a watchful eye for the ever-present CHP. We traveled east from the coast on 126 through Fillmore,



where we stopped for brunch at 10:30 to break up the trip and maximize our time at the museum. *L'Internationale Château de Crêpes*, renowned for their exotic breakfast cuisine, was our restaurant choice. I opted for the *poulet gaufres*, a light but filling delicacy that kept me fueled for rest of the day. (Oh, all right: It was chicken waffles at IHOP, but the food was good and the service fast.) We arrived safely at the Nethercutt with 45 minutes to enjoy the car museum before our tour.

The Nethercutt consists of two buildings: the museum and the Special Collection. At the car museum, you'll find 125 classic cars from the early 20th century to the 1970s, the bulk of them from the 1920s and '30s. Along the walls are display cases with hood ornaments—some produced in glass—from famous marques. There's a side room with slightly more modern machinery, with sports cars like an early MG, a Porsche, and a Ferrari, and several hot rods, including a chopped-top Mercury coupe.

The Special Collection is housed in a four-story building across the street from the museum, and is available only via twice-daily guided tours. Our guide ushered us to the ground floor, which houses an eclectic collection of cars. Some of the notable vehicles are an ancient horse-drawn fire engine, an early electric car, a DeLorean, and a 1952 Fiat woodie that I mistook for a Hillman. There are other *objets d'art* also on display, like custom jewelry, exquisite hand-made plaques and trophies, fine china, and vanities such as exquisite hairbrushes.

The second floor is the main attraction: a collection of gorgeous classic cars from the 1920s and '30s in a grand salon, a period-accurate setting. The guide indicated that





these cars were finished at the Nethercutt's restoration facility, among the best anywhere. Many are painted in very bright colors—but surprisingly, they are original and period-correct, as most were originally built to order.

Next we moved up the grand staircase to the third-floor mezzanine, past a very grand piano on the landing. It's not just any old piano, it's a player piano programmed with "Rhapsody In Blue"—recorded for the Nethercutts by George Gershwin himself! On the mezzanine are more radiator "mascots"—more commonly known as hood ornaments—and some fine French furniture from the eighteenth and nineteenth centuries. Several other very unusual works of art are also on display.

Finally we ascended to the fourth floor to find the Louis XV dining room and a large collection of mechanical musical devices. The entire room is set up with speakers hidden in the ceiling and walls to enhance the sound of the Wurlitzer Theater Organ—the third-largest in existence. Used in the silent-movie era, it's capable of 537 different sounds. A mini-concert is part of the tour, with doors opening to reveal some of the 5,000 organ pipes.

Around the perimeter are several orchestrions, the European equivalent of our nickelodeons. These are huge, amazing machines—created, one suspects, by minds similar to those that design top-line German automotive models with all their complexity. Their purpose was to provide

the sound of an orchestra for theater and movie productions—without the hassles of dealing with live musicians and their demands.

When our tour ended at 3:30, we made our way back to the museum for some group photos. Then everyone but Bill and me hit the road for home; with another hour yet before closing time, he and I wanted to take in what we hadn't seen yet.

Due to various stages of light rain, we weren't able to tour the train exhibit. It sits outside the main museum and consists of a steam engine, a coal tender, and a Pullman "Palace" railcar once owned by Clara Baldwin Stocker. She was the eldest daughter of E. J. "Lucky" Baldwin, the early-California tycoon for whom Baldwin Park is named. Owning a Pullman car in that era was the modern equivalent of owning a business jet—expensive to buy and operate.

If you decide to go, the Nethercutt is open Monday through Saturday. The automobile museum is open all day from 9:00 a.m. to 4:30 p.m. Reservations are required for Special Collection tours at 10:00 a.m. and 1:30 p.m. daily—Saturday tours often fill a month in advance! A guided tour of the railroad exhibit is available twice daily, at 12:45 p.m. and 3:30 p.m.. The best part is the price: It's free! **GGC**



By Jared Petrie
Secretary, GGC BMW CCA

February 16, 2012

Board members in attendance: Donna Seeley, President; Kelly Collins, Vice President; Tamara Hull, Treasurer; Rodger Ball, member-at-large and car-control-clinic co-coordinator

Board members not in attendance: Ian Dunn, Membership Chair; Canyon Chan, member-at-large and car-control-clinic co-coordinator

Guests: Jeff Roberts (autocross co-coordinator), Jared Petrie, Eric Ries

Meeting called to order at 7:15 p.m.

Jared Petrie elected Secretary via four-person vote.

January minutes approved.

Driving-events report: Hull

Autocross: Roberts

- 32 people signed up for Test-and-Tune event.
- Upcoming driving-events congress will deliver new autocross standards.
 - o Safety vests, wristbands, radios, etc.
- Wireless scanner for organizing participant cars starts at ~ \$1,000 to upgrade.
 - o Modular software upgrade required with barcode support module.
 - o May delay purchase due to questionable benefit.
- Stickers for helmets that meet requirements (with GGC logo?).
 - o Ball to supply proposal/quotes for stickers at next meeting.
- Need to improve ability to identify autocross staff.
 - o Hats? Vests? Lanyards?
- Kelly has a large quantity of lanyards.
- BMW of Santa Maria: autocross potential event
 - o Potential event at new track facility in Santa Maria
 - o Customer-appreciation event with an autocross or something—Santa Maria municipal airport?
 - o Customers of BMW SM is expected audience
 - o Hull expressed concern on logistics and who would run event, etc.
 - o Need to discuss quid pro quo with BMW SM: What do they want and what do we want out of this event?
- o Roberts will try to connect with his contact to move forward with more info/tours
- Light discussion of autocross-location issues.
- Can't easily work with other contacts within the Bay Area.

Car-control clinics: Hull

- March 3 clinic sold out!
- Park ranger is now required on site, which increases our rental costs.
- Chan will begin planning for May clinic after this event.

Teen driving school: Hull

- Getting interest from groups in the area.
- It will happen, but still need details (when, where, etc.).

Driving schools: Collins

- Laguna Seca one-day school
 - o 69 confirmed students, one didn't show up
 - o Had three minor incidents involving instructors:
 - » A Corvette ran off track, a new CCA instructor's car had a radiator failure, and a bumper was torn off a car and left debris on the track.
 - o Rained on the track, but students took it well
- People want more schools! (Infineon at Sears Point?)
- Infineon's naming-rights contract runs out in March, and it is not renewing; prices may increase as result.
 - o Thunderhill is scheduled for November; we arrive on Thursday, and have track Friday, Saturday, and Sunday.

Club Racing: Hull

- Ralph Warren trying to guarantee that racers register early.
- Warren has NASA dates (Thunderhill in April)
- Infineon in June
- Thunderhill in August
- Infineon in November
- Reasons not to hold Club Races in conjunction with driving schools:

- o Hull set GGC budget for Club Racing for \$1,000.
- o No local racing stewards in the area (Bill Arnold is a technical steward, but may not be applicable). Had to bring in stewards from across the country and increase racers' fees for it.
- o Not to be supported by GGC at our expense.

Treasurer's report: Hull

- We have money!
- Ended 2011 with \$14,000 net income
 - o Newsletter advertising revenue not quite as high as expected.
 - o Accounts receivable may be the issue.
- In January the chapter was quiet, but spent quite a bit of money on long-overdue maintenance for the truck and trailer. Profit from last year was mostly from driving events, justifying the expenses for the trailer.
 - o Monday the hitch will be repaired.
 - o The rig meets safety requirements now.
- Roberts updated the operations manual for the truck/trailer
- Chapter credit card was "highjacked." Chase Bank caught an online transaction that was triggered by a zip-code mismatch.
 - o Nothing on the January statement, haven't seen the February statement.
 - o Card shut down before Laguna school and had to use Hull's personal card. Used checks for most everything else.
- Some outstanding payables are due to Laguna Seca for last school.

Communications: Collins

- Newsletter: Roberts may write a newsletter article on Al Kaehler, our 90-year old autocrosser.
- Website: looks good, works fine
- Kris Linquist, webmaster, is in charge of updating
- Social media: updated regularly

Social Events: Donna Seeley

- Tours: need to contact Mike Zampiceni for updates.,
- Corrals: Paula Williamson looking to take the lead on Sonoma Historics at Infineon in June; needs to get info out for April newsletter.
- FIA World Touring Car Championship coming to

Infineon in September; still have \$100 credit

- Summer Party scheduled for July 14
- Le Mans karting May 12: Hull
 - o Need four people for a team from the GGC
 - o May include a "Bimmerfest Light" event at karting track or somewhere closer
- O'Fest August 2013
- National Oktoberfest is planned for the Monterey area in August of 2013.
 - o We are one of many sponsoring chapters
 - o BMW CCA has already booked dates and planned driving school (somewhat)
 - o Last year's Birmingham, Alabama, O'Fest had 600 attendees, plus vendors and sponsors.
 - o GGC concerns:
 - » Hull: We should have first right of refusal on every event.
 - » Week after Festorics, may not get too many attendees.
 - » May tap the people who would otherwise go to Festorics (volunteers, etc.)
 - » May weaken relationship with Marina (autocross location)
 - » Clashing ideas with the National board
 - » Want to make sure the chapter isn't disgraced by O'Fest
 - » Need to start recruiting new volunteers

Tech sessions: Hernan Pelassini will email updates in to the board.

Membership report: Ian Dunn not present, no report.

President's Report: Seeley talked about Chapter Congress.

Chapter business:

- Future meetings: we might start using Skype, VoIP, or conference-call methods on occasion.
- Check out enthusiastapparel.com for fun T-shirts
- Petrie to email Collins to remind her to create forwarding secretary address to Petrie's email address.

Meeting adjourned at 9:01 p.m. **GGC**



By Jared Petrie
Secretary, GGC BMW CCA

March 22, 2012

Board members in attendance: Donna Seeley, President; Tamara Hull, Treasurer; Jared Petrie, Secretary; Ian Dunn, Membership Chair; Rodger Ball, member-at-large and autocross co-coordinator; Canyon Chan, member-at-large and CCC coordinator

Board members not in attendance: Kelly Collins, Vice President

Guests: Jeff Roberts (autocross co-coordinator), Mark Mervich, Ken Glidewell

Meeting called to order at 7:05 p.m.

February minutes approved via email.

Hull motions to suspend Roberts Rules for the remainder of 2012 board meetings. Chan seconds. Motion passed.

Driving Events: Hull

Autocross: Roberts

- BMW of Santa Maria event discussion
- Discussed last autocross event, Test and Tune

Car-control clinic: Chan

- First clinic was held March 3, at Candlestick Park
 - o Event went smoothly
 - o Always looking to improve
 - o Security at the gate

Driving schools: Hull

- Laguna Seca successful
- Scheduled school in November at Thunderhill
- Sierra Chapter expressing interest in co-hosting an event

Treasurer's report: Hull

- Making progress on bringing accounts receivable to normal levels

Communications report: Hull (Collins not present)

- Modifications to new website
- BMW CCA National Office handling issue with old website
- Social media discussion: Dunn to make calendar for social-media updates
- Car Club Challenge at Le Mans Karting June 3

Social events: Seeley

- Driving tours: Dunn planning a few tours

- Corrals: announcement for June Sonoma Historics in the *Bombe*.

- FIA World Touring Car Championship Club corral in September at Infineon.

- American Le Mans Series at Laguna Seca May 11-12.

- Grand Am corral on September 8-9 at Mazda Laguna Seca.

- Winter Party discussion

Technical sessions: Seeley (Hernan Pelassini not present)

- Planning for a technical session "soon."

Membership report: Dunn

- Membership holding strong
- Need to increase efforts to retain new members
- Membership guide discussion (*Boston Bimmer* newsletter as a reference)

- o Hull makes a motion to print nine issues of the *Bombe* in 2013 and use a Membership Guide as the tenth issue, to replace the January/February issue of the *Bombe*. Future issues of the Membership guide will be issued to new members, as well as available on the GGC website. Dunn seconds. Details to be discussed at a later date. Motion passes unanimously.

President's report: Seeley

- Chapter Congress discussion (lessons learned, chapter ideas, etc.)
- Additional *Boston Bimmer* discussion
- Teen driving school information, may need sponsors

Meeting adjourned at 9:06 p.m. **GGC**



Welcome!

NEW MEMBERS

First	Last	City	Referred By
Aditya	Alurkar	Fremont	
Carolyn	Appel	Woodside	Samuel Appel
Gerrit	Barnard	Santa Clara	
Julie	Blacklock	San Jose	
Richard	Blanding	Los Altos	
Marguerite	Bridgman	San Jose	
Xavier	Caine	San Jose	
Brian	Cox	Cupertino	
James	Deguzman	San Jose	
Melvin	Gee	Daly City	
Deven	Harrison	San Francisco	
Tim	Huang	Santa Clara	Jeff Cowan
Matt	Ivy	Santa Clara	Kristopher Linquist
Dion	Johnson	Santa Cruz	
Madeline	Johnston	Menlo Park	
Judith	Jones	San Jose	
John	Kent	Saratoga	
Phillip	Lau	San Francisco	Sue Fota
John	Lee	Fremont	
John	Lewis	San Ramon	
Zachary	MacLean	Lafayette	
Shane	Marbury	Livermore	

First	Last	City	Referred By
Dan	Marshall	Redwood City	
Ken	Miller	Walnut Creek	
William	Mock	Dublin	
Amanda	Montoya	Napa	
Tom	O'Neill	Mountain View	Bob Haunschild
Ryan	Rich	San Jose	
Katherine	Schaefer	San Jose	
Edward	Sporbert	San Francisco	
Jeremy	Stanton	Martinez	
Michael	Takahashi	Palo Alto	Adam Lunger
Oliver	Tinsman	San Francisco	
Raymond	Turner	Healdsburg	
Peter	von Behrens	San Francisco	
Richard	Wales	Atherton	
Bruce	Wright	San Francisco	

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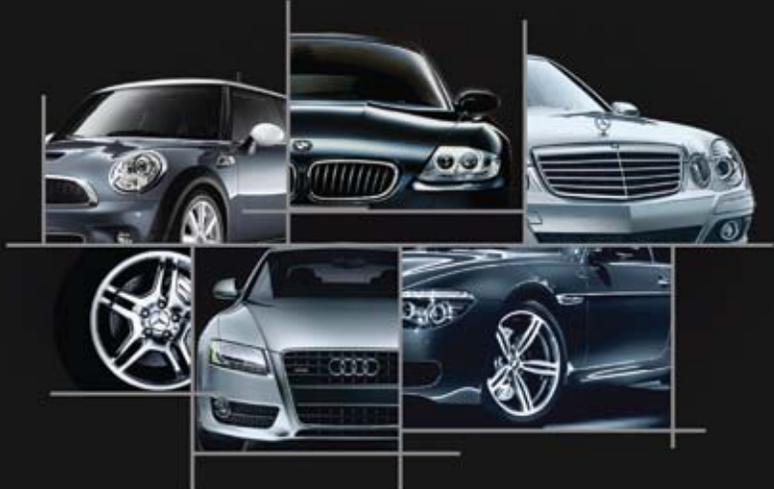
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OF OLD MEN AND OLD CARS

Like many of us, I was indoctrinated into the Cult Of Car at a very young age by my father. He probably didn't even know he was force-feeding me the Kool-Aid. Regardless, I'm pretty sure my first word was "car"—which is good, because it could have been a lot of other things.

If it was the weekend, Dad was wrenching on his Fiat 850 Spider, to better the chances of completing his 100-mile round-trip commute from our home in southwestern Connecticut out to Long Island, New York, come Monday. It wasn't so much that the Fiat was unreliable; it's just that when you have 850 cubic centimeters of Carlo Abarth's rage on tap, it's best to keep it in fine fettle.

Wrenching next to him on his own Fiat 850 Spider was Dad's best friend, Woody, whose son Reed would become my best friend. Woody had a shorter commute, but his reasons for fiddling on the Fiat were essentially similar; these were Fiats in Connecticut. So much so, in fact, that Woody's eventually broke in half.

Meanwhile, Reed and I were performance-tuning our tricycles.

Once his Fiat was happy, Dad might be playing with our Datsun 510. This green 1972 station wagon was Mom's grocery-getter. Some of my earliest childhood memories include sitting on the floor of the back-seat area playing with my Matchbox cars on the rear-seat cushion while Mom ferried us to Burger King. Hey, it was the 1970s; seatbelts were something that happened to front-seat passengers.

The extended Bush clan had many Datsuns, including 510s, 610s, the occasional 710 and 810, and roadsters, but—strangely—no Z cars. Dad's brother Jerry and my oldest cousin, Elan, kept the fleet running for that end of the family. Throughout my teen years, these guys all worked on cars; Elan and Jerry had a couple of Datsun roadsters, a 610 wagon, and an 810 coupe. Reed and Woody moved on to an Alfa Romeo Spider and a Mercedes-Benz 300SD Turbo that had belonged to jazzman Benny Goodman.

We still had the 510 wagon, but it was largely a garage ornament by then, a victim of my failed attempt at a restoration: the body a sculptural medley of two-by-fours and Bondo, the fuel system feeding from a gallon jug wedged under the hood. Dad and I would still work on my Rabbit convertible and his own Datsun roadster, two of the better-functioning examples of our actual abilities as shade-tree mechanics.

As time went on, more and more of the cars we had to tinker with fell by the wayside. In 1990, Jerry traded in his 1985 BMW 735i five-speed on a Lexus LS400 and never looked back. As he put it, once the Seven had fully funded the local BMW dealership's new showroom, there

wasn't much point in keeping it—that, and my aunt drove it through a deer at 75 mph.

Jerry toyed with buying an 850CSi several years ago. We talked about the history and significance, as well as the care and feeding, of such an animal. I did some searching around and connected with a guy in southern California who had a stunning *Lagunagrun*-on-Parchment example with low miles and all the paperwork. In the end, however, Jerry decided he didn't care enough about a car he would have to pay attention to, and we scrapped the plan.

Somewhat recently, Elan had a couple of Volvo 240 Turbo wagons. He tried to get his son and daughter into one when they decided they wanted to learn about cars. Once the kids moved on, so did Elan. The projects went away, and these days he rolls in a 2007 335xi coupe.

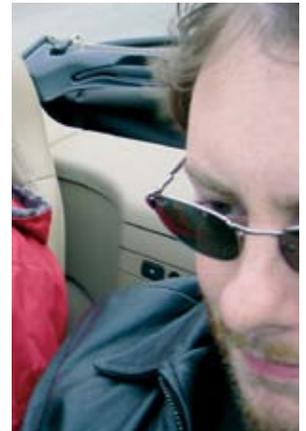
Woody flushed the 300SD once the electrical system started going sideways, which is odd for a W126 Mercedes. It was also developing some nasty rust, because, despite living out its final days in Virginia, its early years were spent in Connecticut and New York. He now drives a Toyota Tundra four-door when he and his wife, Linda, aren't using their Lexus LS460. Woody still wrenches on his yard implements, and builds the type of furniture you'd typically find at ultra-high-end home-furnishing stores. Indeed, he created the wood trim for my 1972 Bavaria from birdseye maple, using some old pieces as patterns and sheer acres of talent.

Dad still has his roadster. He drives it in nice weather and wrenches on it as necessary, which isn't very much because it's not British. I think the last items to fail were the clutch master cylinder and the battery, and both of those were several years ago.

A few summers ago, my parents were visiting, and Dad helped me replace a trunk hinge on the Bavaria. Replacing this hinge isn't such a bad task; reinstalling the trunk torsion bars *is* bad, and worse. A symphony of anger and profanity severe enough to set off the local tornado sirens accompanied the job. Still, Dad was into it, happy to lend a hand.

Now we have the next generation coming up. Reed spins the spanners on weekends, and his young daughters are showing an interest in garage endeavors. At two, my own son is a little young, but he's already showing great progress—at least in taking things apart.

And he's got a shiny new tricycle that's just begging for upgrades. **GGC**



By Jonathan Bush



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Please contact us with any deletions to the list due to a company being out of business. We ask that additions, changes, or deletions (no longer participating in discount program) are requested by the business owner directly. Updates should be directed to: CommMgr@ggcbmwcca.org.

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Alekshop	Fremont	925 609-4559	10% Labor/Free Tech Insp
Auto Analysts	Castro Valley	510 582-0201	10% Labor
Auto Concierge	Fremont	925 852-1962	10% off quoted full detail
Bavarian Enterprises	Sunnyvale	408 737-6100	Various Parts
Bavarian Motorsport	Milpitas	408 956-1662	10% Parts
Bavarian Professionals	Berkeley	510 524-6000	10% Labor
Bavarian Tuning	Santa Rosa	707 575-3757	10% Parts/Labor
Berkeley Motor Works	Albany	510 528-1214	10% Labor
Bimmers BMW Service	San Carlos	650 591-2474	Various
BMW Performance Driving School	Spartanburg, SC	BMWusa.com	15% off driving programs
BTM Motorwerks	Campbell	408 369-1911	5% Parts/Labor
Catalpa Street Garage	Santa Cruz	831 464-2269	10% Parts
Classic Euro-Asian	Oroville	530 534-6887	10% Parts
Conversion Techniques	Oakland	510 639-0911	Various
Corporate Auto Works	Mountain View	650 691-9477	10% Parts/Labor
Diablo Motors	San Ramon	925 830-4269	10% Parts/Labor
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Extreme Performance	San Jose	408 923-6404	10% Parts/Labor
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GS Tuning	Santa Rosa	707 284-2680	10% Sales/Service
Hansel Prestige Imports	Santa Rosa	707 545-6602	10% Parts
Heyneman European	San Rafael	415 499-1234	\$50 off Service
Jam Engineering	Monterey	831 372-1787	Various Parts
John Gardiner Automotive	San Francisco	415 777-2697	10% Labor
Nate Smith's Optimal Auto	Santa Cruz	831 476-1332	10% Parts
M Service	Walnut Creek	925 932-8744	10% Parts/Labor
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Performance Technic, Inc.	Pleasanton	925 426-1361	10-15% Parts
Portola Valley Garage	Portola Valley	650 851-7442	10% Labor
RennWerks Performance	Campbell	408 370-7480	10% Labor/5% Parts
Rossi's Tire & Auto Service	Salinas	831 424-0011	Various
SAS German Auto	Pleasanton	925 846-4886	10% Parts
Schulba BMW Service	Belmont	650 592-7352	10% Parts orders
Sound Innovations	Hayward	510 471-9062	10% Parts
Track Star Racing	Mountain View	650 961-2350	10% Parts/Labor
Valley Motorwerks	Rancho Cordova	916 636-9526	10% Parts/Labor
Vanguard Motors	San Francisco	415 255-8450	10% Labor
West Bay Bavarian	San Rafael	415 457-0820	10% Parts/Labor/Dinan work
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BMW of Humboldt Bay	McKinleyville	707 839-4269	10% Parts
BMW of Monterey	Seaside	831 899-5555	10% Parts
BMW of Mountain View	Mountain View	650 943-1000	10% Parts
BMW of San Francisco	San Francisco	415 863-9000	10% Parts
East Bay BMW	Pleasanton	800 505-4801	10% Parts
German Motor Collision Ctr	San Francisco	415 551-2639	\$100 off repairs over \$1,000
Peter Pan BMW Parts/Svc	1625 Adrian Rd. Burlingame	650 204-7600	10% Parts
Roseville BMW	Roseville	916 782-9434	10% Parts
Sonnen BMW	San Rafael	415 482-2000	10% Parts
Stevens Creek BMW	Santa Clara	408 249-9070	10% Parts & Labor
Weatherford BMW	Berkeley	510 654-8280	Various

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RECEIVED BY EMAIL

V1 56Z:
"LONE RANGER ONCOMING."

Hello Mr. Valentine:

Here's how much I trust my V1. Two beeps and I go Condition Red.

I was on 98 through Florida's panhandle. Only a two laner but the swath it cuts through Tyndall AFB is wide enough for a freeway, a broad ribbon of grass without interruption for a dozen miles, flat as the nearby Gulf of Mexico. A car pulled off the pavement is visible for miles, heh, heh, which means the speed nazis have no place to hide. So they adapt.

V1 gave me two beeps, weak ones, arrow pointing ahead. Then silence.

A few more beeps, arrow ahead, a singleton on the Bogey Counter. Then nothing. Traffic was light, only two cars in sight, one a half-mile ahead, another just a red speck in the distance. And a semi oncoming just my side of the speck.

More beeps, getting stronger, arrow still forward. The car ahead looked about even with the semi. A two-beep warning, by itself, isn't much to go on, but V1 tells me more—one Bogey ahead, strengthening as I go, says "lone ranger coming at me." So I locked the cruise on a legal 60 and waited.

Just as I met the 18-wheeler, "Beeeeeeeeeeeeeeep!" And there he was, a Florida black-and-tan tucked in tight behind the semi trailer where oncoming cars couldn't see him, holding his instant-on till I was too close to defend. It's a wicked trap, but V1 had him every time he zapped the cars ahead.

All I had to do is trust V1. How can you not trust a detector that points to the trap?

Mick D. (identity protected)
Tallahassee, FL

Mike Valentine
Radar Fanatic

RECEIVED BY EMAIL

Hey Mike: V1 56Z: "DON'T BELIEVE IT'S JUST A TRAILER!"

I gotta tell you about the Blue-Light Special that V1 found for me. It was Saturday morning and I was in my grins car heading to her house to pick up Danny boy for the day. Heck yes, I took the ridge route.

This road was all fun back before the rock slide. Now it's interrupted by a 25-mph construction zone and a "your speed is" trailer.

No workers today, of course, but the trailer still woke V1 up. As I braked, a string of crotch rockets zoomed large in my rearview, five of them, right on my butt as I passed the trailer.

V1'S WARNING OF A NEW BOGEY. "De-deet," said V1. Then "de-deet" again. And another "de-deet." The Counter showed four signals where I normally see one. One arrow pointed behind to the trailer as usual, but that leaves three in the wild. The flashing arrow points ahead.

We'd barely cleared the zone when the rockets blew by me, exhausts shrieking, the bikes laid over for the uphill left hander. They vanished over the crest. Me, I just moseyed, eyes out for three jokers. Just over the hill—Bingo!—a sheriff SUV hidden in the bushes. That's joker no. 1. Two more somewhere.

At that point the view opens as the road sweeps right over the valley. And maybe a half-mile ahead, light bars strobing blue, jokers no. 2 and 3 angled across the road, blocking five bikers still astride their motionless sickles.

V1 really works, except for those who don't have one yet.

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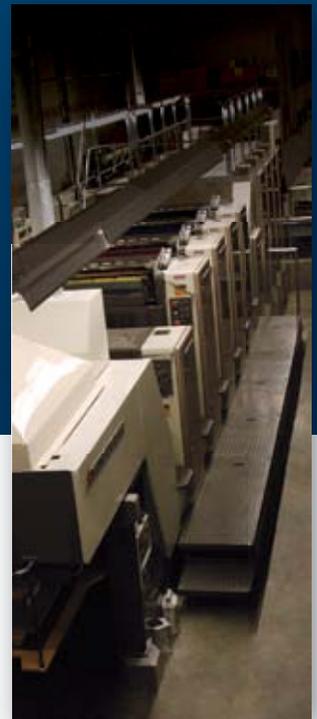


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