

July 2011

# die flüsternde **bombe**



## **This issue:**

Bimmerfest

Western Railways Tour

SLO North County Tour

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**Chapter Email List:**

The Golden Gate Chapter has created an email list from the National BMW CCA database to send out event announcements that don't make it into print. We promise to respect your time and limit the frequency of these messages to one or two a month.

This email list is sent to all Golden Gate chapter members who choose to provide an email address to the BMW CCA when they joined or renewed their membership. You have the option to add or remove your address from this list at any time. To add your email address visit <http://lists.ggcbmwcca.org/mailman/listinfo/announce> and follow the directions. To remove your address go to <http://lists.ggcbmwcca.org/mailman/options/announce>, enter your email address and click on the unsubscribe button. There is no password.

**Classified Advertising Submissions:**

Our online Classified Ads are free to all current BMW CCA members. To submit an ad, please visit Golden Gate chapter's website: [www.ggcbmwcca.org](http://www.ggcbmwcca.org). This magazine no longer accepts classified ads for print.

**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](mailto:Bombe@ggcbmwcca.org).

**Commercial Advertising:**

This publication is read monthly by over 4,500 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](mailto:Advertising@ggcbmwcca.org). Please note, this publication is sent Bulk Rate USPS.

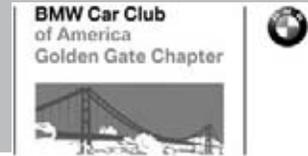
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<b>Inside color ads:</b>				
Full page	\$500	\$475	\$450	\$400
1/2 page	\$263	\$250	\$237	\$210
Specified Placement fee: 25% of ad cost/mo.				
<b>Inside front/back cover (color):</b>				
Full page	\$513	\$488	\$462	\$410
Back Cover:	\$775	\$737	\$698	\$620

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**Die Flüsternde Bombe: "The Whispering Bomb"**

**July 2, 1969-2011 Golden Gate Chapter**  
Celebrating 42 years of BMW enthusiasm in the Golden Gate region.

**On the cover**  
*Asphalt face-off: GGC's autocross series is addictive fun!*  
Images by Kris Linquist

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# CALENDAR OF EVENTS

Turbo managed to hit a wall. The wrong end just insists on leading with those cars!

**Dates**    **Event**    **Organization**    **Location**

July  
 Name: Web Site, I was unable to get out of the sweat-box talisman rain pants. They had done the trick of keeping the rain away for Sunday! The way this season is going, I'm wondering if I'll have to wear them every day to charm the weather fairies into some decent weather!

July 2-3    Buttonwillow Driving School    Central CA Chpt  
 Peter Kwan    www.ccbmwcca.org

Mind if I sit next to you? I only leave small puddles of sweat on the ground... but my, isn't the weather lovely these days!

July 9    Car Control Clinic    GG Chpt    Candlestick Park, San Francisco    CCC Team    www.ggcbmwcca.org  
 CarControl@ggcbmwcca.org

July 10    Autocross    GG Chpt    Candlestick Park, San Francisco    Rodger Ball & Jeff Roberts  
 www.ggcbmwcca.org    autocross@ggcbmwcca.org

July 16    Technical Session: Detailing    G    G  
 Chpt    Auto Concierge, Fremont    Aleksey Kadukin  
 www.ggcbmwcca.org    techsessions@ggcbmwcca.org

July 21    Board Meeting    GG Chpt    Round Table Pizza, San Mateo    Donna Seeley    www.ggcbmwcca.org  
 president@ggcbmwcca.org

July 23    Poetic Wine Tour    GG Chpt  
 Poetic Cellars, Soquel    Jeff Cowan & Laura Ness    w w w . ggcbmwcca.org    PacificRVP@bmwcca.org

July 30    SLO Tour: North Santa Barbara County  
 GG Chpt    North Santa Barbara County    Dennis Harrold    www.ggcbmwcca.org    sloarearep@ggcbmwcca.org

## August

Aug 6    New-Owner Tech Session    G    G  
 Chpt    TBA    Paula Williamson    www.ggcbmwcca.org  
 NorthAreaRep@ggcbmwcca.org

Aug 17-18    BMW Festorics Wine Tours: Cancelled  
 BMW CCA    Carmel Valley/Monterey/Salinas    L i n d a Axelson    www.festorics.org    Festorics@bmwcca.org

Aug 19    German Marque Concours    Central CA Chpt  
 Rancho Cañada, Carmel Valley    Wayne

Wundram    www.LegendsOfTheAutobahn.com  
 BMWWayne@aol.com

Aug 19-21    \*BMW Festorics    BMW CCA    Mazda Raceway Laguna Seca, Salinas    Linda Axelson    w w w . festorics.org    Festorics@bmwcca.org

Aug 20    Board Meeting    GG Chpt    Mimi's Café, Foster City    Donna Seeley    www.ggcbmwcca.org  
 president@ggcbmwcca.org

Aug 20    Autocross    GG Chpt    Marina Municipal Airport, Marina    Rodger Ball & Jeff Roberts    www.ggcbmwcca.org    autocross@ggcbmwcca.org

## September

Sep 15    Board Meeting    GG Chpt    Round Table Pizza, San Mateo    Donna Seeley    www.ggcbmwcca.org  
 president@ggcbmwcca.org

Sep 24    Autocross    GG Chpt    Marina Municipal Airport, Marina    Rodger Ball & Jeff Roberts    www.ggcbmwcca.org    autocross@ggcbmwcca.org

Sep 25    Monterey Car Show    GG Chpt  
 BMW of Monterey, Seaside    Mike Zampiceni    w w w . ggcbmwcca.org    socialdirector@ggcbmwcca.org

## October

Oct 1    Lost Coast Tour    GG Chpt    L o s t Coast, CA    Paula Williamson    www.ggcbmwcca.org  
 NorthArearep@ggcbmwcca.org

Oct 10-16    \*BMW CCA Oktoberfest    BMW CCA  
 Barber Motorsports Park, Birmingham, AL    L i n d a Axelson    www.bmwccaofest.org    LindaA@bmwcca.org

Oct 15    Board Meeting    GG Chpt    Mimi's Café, Foster City    Donna Seeley    www.ggcbmwcca.org  
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Oct 15    Car Control Clinic    GG Chpt  
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Oct 16    Autocross    GG Chpt    Marina Municipal Airport, Marina    Rodger Ball & Jeff Roberts    www.ggcbmwcca.org    autocross@ggcbmwcca.org

## November

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

## Connect With Us

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# ANNOUNCEMENTS

## ANNOUNCEMENTS: JUNE 2011

### GRAND-AM CORRAL AT LAGUNA SECA

July 8-9 (Friday-Saturday)

Mazda Raceway Laguna Seca, Salinas

Tamara Hull and Pat de Witt, treasurer@  
ggcbmwcca.org

Race tickets: [www.MazdaRaceway.com](http://www.MazdaRaceway.com)

Corral passes \$15/car: [http://tiny.cc/BMW\\_GRAND\\_AM\\_CORRAL](http://tiny.cc/BMW_GRAND_AM_CORRAL)

BMW North America has generously agreed to sponsor a BMW corral and hospitality area at Mazda Laguna Seca Raceway during the Sports Car Festival, featuring the Grand-Am Rolex Sports Car Series. This joint event, presented by the Golden Gate Chapter and Sacramento Valley Chapter, will be located between Turns Four and Five, overlooking the track—the best location to watch all the action! The hospitality tent and the corral will be open both Friday and Saturday, and a corral pass is good for both days.

This year the Rolex Grand-Am returns to Laguna for an unusual Friday and Saturday race weekend: Three days of racing will be compressed into two days! In the Continental Tire race, there are 43 entries, including eleven BMWs and three Minis. In the Rolex DP and GT race, BMW is represented by Scott Pruett from Roseville in the Chip Ganassi Racing series-leading Dinan-powered Riley/BMW, hoping to defend his 2010 championship. Turner Motorsport's BMW entry is the lone BMW in the GT race.

We have a new sponsor, Continental Tires, in addition to BMW NA and Big O

Tires. The Continental Tire Corporation will provide us all with hats and lanyards—and, to one lucky member, a set of tires! Grand-Am will have some prizes for the drawing as well. Big O Tires is furnishing the live TV-feed coverage inside the tent. Thank you to our sponsors!

Also on the agenda are up-close-and-personal visits to several BMW team pit areas—including a visit to our long-term friends at Turner Motorsport. The BMW teams need our enthusiastic support! We'll march down into the pits as a group to visit the teams.

Another Grand-Am event during the weekend is the opportunity to walk onto the track on Saturday afternoon, just before the race, to talk to and photograph the drivers, their crews, and the cars.

Corral tickets are \$15 per car; this price include the credit-card and track-processing fees. You can only buy your corral passes at [MotorsportsReg.com](http://MotorsportsReg.com); search under Festivals/Social. Registration closes July 6.

Race tickets and the event schedule are available at the Mazda Raceway Laguna Seca website.

### CAR-CONTROL CLINIC

July 9, 8:00 a.m.–5:30 p.m.

Candlestick Park, San Francisco

CCC Team, [CarControl@ggcbmwcca.org](mailto:CarControl@ggcbmwcca.org)

Join us at Candlestick Park for our car-control clinic! You will learn the basics of performance-car control by participating in three low-speed exercises: slalom, skidpad, and emergency-avoidance exercises—with instruction. These exercises will better prepare you for situations on the track, as

well as in everyday driving.

This event is being held in conjunction with our autocross on Sunday, July 10. So you can learn new car control skills on Saturday and put them to the test on Sunday!

NOTE: This 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 \$110 for BMW CCA members and \$158 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 is open!

**Future clinics:**

October 15 at Marina Airport

**GGC AUTOCROSS**

July 10, 8:00 a.m.-5:00 p.m.

Candlestick Park, San Francisco

Rodger Ball and Jeff Roberts,

[autocross@ggcbmwcca.org](mailto:autocross@ggcbmwcca.org)

[www.bmwautocross.com](http://www.bmwautocross.com)

Autocross events are low- to medium-speed auto-racing events that are often run in parking lots and on airport runways. Generally, a course will be defined using traffic cones. One driver at a time negotiates the course, testing their skill 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 to seven runs at an event, and is awarded the best time of all runs taken.

Autocross 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 time. It's fun! Want to read more? Check out our Autocross Primer at [www.ggcbmwcca](http://www.ggcbmwcca) under Driving Events Overview, or visit [www.bmwautocross.com](http://www.bmwautocross.com).

Non-BMWs are allowed 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.

We no longer accept on-site registration. 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.

**2011 Season Dates:**

August 20 @ Marina

September 24 @ Marina

October 16 @Marina

November 12 @ Marina (Top Driver Shootout)

**TECH SESSION: DETAILING**

July 16, 10:00 a.m.

Auto Concierge, Fremont

Aleksey Kadukin, [techsessions@](mailto:techsessions@ggcbmwcca.org)

[ggcbmwcca.org](http://ggcbmwcca.org)

No need to pay someone else to detail your car when you can do it yourself with the handy tips you'll learn

at our detailing tech session! Join us for a detailing session at Auto Concierge in Fremont. Robert Willis, a paint-correction specialist with eighteen-plus years experience and a portfolio that includes a Maserati MC12 and a Bugatti Veyron, will share his tips for car washing, drying, polishing, paint restoration, and more.

He will introduce us to a new coating for paint which is much more durable than the high-quality sealants currently in use. This coating is especially aimed at daily-driver cars exposed to the elements.

Additionally, there will be a presentation of the latest car-care products from Detail Addiction. Tentatively planned is a guest speaker from Premier Protective Films—clear-bra/graphics technicians and window-tint specialists—with a presentation of clear-bra installation.

Attendance is limited to 30 people. Please RSVP to Aleksey Kadukin to reserve a spot.

## JULY BOARD MEETING

June 21, 7:00 p.m. (Tuesday)

Donna Seeley, [president@ggcbmwcca.org](mailto:president@ggcbmwcca.org)

Round Table Pizza, 1304 W. Hillsdale Blvd., San Mateo

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!

Even-numbered-month meetings are held on Saturdays at 11:00 a.m. at Mimi's Café, 2208 Bridgepointe Parkway, Foster City.

Odd-numbered-month meetings

are held during the week at 7:00 p.m. at Round Table Pizza, 1304 W. Hillsdale Blvd., San Mateo.

Saturday, August 20  
Mimi's Café, Foster City

Thursday, September 15  
Round Table Pizza, San Mateo

Saturday, October 15  
Mimi's Café, Foster City

Thursday, November 17  
Round Table Pizza, San Mateo

Saturday, December 17  
Mimi's Café, Foster City

## SOUTH BAY AREA: POETIC WINE TOUR

July 23

Poetic Cellars, Soquel

Jeff Cowan and Laura Ness,  
[PacificRVP@bmwcca.org](mailto:PacificRVP@bmwcca.org)

Feeling lyrical? Find your rhythm with a spirited drive through the Santa Cruz Mountains that includes a stop for a catered lunch buffet, vineyard tour, and wine-tasting at Poetic Cellars Winery in Soquel.

Poetic Cellars is located on 36 pastoral acres in the majestic Santa Cruz Mountains. One of the newest wineries in the area, it is set amid the rolling, oak-studded hills and the solitude of a country estate. This is the perfect place to relax and enjoy fine wine in an unhurried, tranquil atmosphere. Winemaker Katy Lovell is dedicated to creating poetry in the bottle, from the finest sources she can farm and find.

Arriving at the winery, we will take a short tour of the vineyards, and then sample wines paired specifically for our catered lunch buffet.

# BMW CCA

The price is \$23 per person, which includes the tasting fee and the lunch buffet of hummus with pita and vegetables, grilled sausages, Summer Fiesta potato salad, and Asian chicken.

**Friday, August 19, 2011**

Registration is required. Rancho Canada Golf Club, Carmel Valley, CA

Watch the website for registration, and additional tour and wine-tasting details.

## SLO AREA: NORTH SANTA BARBARA COUNTY TOUR

July 30, 10:00 a.m. – 1:00 p.m.

Near Panera Bread, 540 East Betteravia Rd, Santa Maria

Dennis Harrold, SLOAreaRep@ggbmwcca.org

Join us for a fun driving tour of North Santa Barbara County. We'll depart at 10:00 a.m. sharp from the parking lot

near Panera Bread. Expect a two-hour drive on fine mostly-smooth roads,

ending with a stop for lunch.

## BASIC MECHANICS TECH SESSION

August 6, 9:45 a.m.-12:00 p.m.

Berkeley Motor Works, 36 San Pablo Ave., Albany

Paula Williamson, NorthAreaRep@ggbmwcca.org

New to the world of BMW? New to owning a car? Ever wanted to know the basics, but were too embarrassed to ask? Fret no more — we're conducting a Basic Mechanics tech session!

If you fit the above descriptions and want to know the basics of your car, from checking engine-oil levels to learning

how to get the best out of your air conditioning — and a whole lot more! — sign up now. This tech session is for you!

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explained in simple, easy-to-understand terms. So don't be shy, come along and learn how it all works.



Please RSVP to Paula Williamson on or before Thursday, August 4.

## BMW CCA FESTORICS LONG WEEKEND 2011

August 19-21

Monterey area

## BMW Festorics

Linda Axelson, Festorics@bmwcca.org

**Friday — Sunday, August 19-21, 2011**

Monterey Historic Races at Mazda Raceway Laguna Seca, CA

• A Backroads to Big Sur Driving Tour

• A Gala Dinner with Special Guests & Prizes

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By Michael Martin  
Photos by Ian Dunn

# RUNNIN' THE RIDGES

*The GGC tour group takes on Mount Hamilton and Mount Diablo in a single day.*

Runnin' the Ridges

The GGC tour group takes on Mount Hamilton and Mount Diablo in a single day.

By Michael Martin

For a Bimmer fan, there are few sights as exciting as a parking lot brimming with BMWs. The morning of Saturday, May 7, presented such a treat for the participants of the Mt. Hamilton and Mt. Diablo tour. As usual, there were plenty of M cars: roadsters, coupes, and good mix of E92, E36, and E46 3 Series varieties. There was even an Alpina B7—considered the M version of the 7 Series—one of several hundred distributed in the U.S. market. The non-Ms had a good representation as well, with no fewer than two 335i's and an older 325is.

Quite the sight, indeed!

After a brief drivers' meeting, we were on our way. Ian Dunn led the tour in his new E92 M3 coupe with the rest of us in tow. Like most tours, the first few miles were on busy surface streets, requiring the lead cars to pull over after red lights to let stragglers catch up. We occasionally

had to gingerly maneuver around the civilian cars that would accidentally join our group. Eventually we made it to the mountain roads where the real fun began.

If there's one thing I've learned since moving to the Bay Area, it's that you can never be too sure what the weather is going to be like from day to day—and microclimate to microclimate. Luckily, that Saturday's moderate sun and light wind were just perfect for a spirited tour—a day that remind me why top-down driving in my E36 M3 convertible makes it easy for me to put up with its irritating cowl shake and extra weight at autocross.

As we climbed the gentle turns and harrowing hairpins to the top of Mt. Hamilton, we had plenty of chances to feel just how much grip and control a perfectly balanced BMW chassis can provide. At the summit, we pulled off the main road to visit our first via point, Lick Observatory—well, at least most of us did. A couple of cars missed the turn and continued on to the Chevron station at Livermore—our second designated via point. Too bad for them.

The view at the 4,000-foot peak was breathtaking. The landscape below stretched out for miles, while off in the distance a group of small clouds floated several hundred

feet below us. Peering further down, you could see the road that we just ascended, draped over the mountain like spaghetti.

We spent some time doing what comes naturally during the stops of these tours: We checked out each others' cars and discussed car stuff, like the pros and cons of manual versus SMG transmissions.

Back on the road, we wound our way down another incline—which was even more fun! We were slowed by several cattleguards initially, but we quickly forgot about that nuisance once the road narrowed to one lane. With the lead cars providing a visual cue, the cars in the middle and the back of the group were able to cautiously exploit a bit more of a racing line around turns. Nothing feels quite as satisfying as heel-and-toeing into a corner, hitting the apex, and smoothly powering out as you unwind the wheel.

In Livermore we met up with the splinter group at the Chevron, where we all fueled up and made our way towards Mt. Diablo. The route up Mt. Diablo had a lot of one-lane-only roads completely surrounded by dense wilderness. We took it slowly and carefully, enjoying the weather and the scenery.

We arrived at our lunch stop in Clayton almost exactly an hour ahead of schedule. We split into two groups again and enjoyed a meal with our fellow BMW adventurers.



*The Alpina B7 sucks up the road the way a black hole suck up light.*



*Lick Observatory makes for a good stopping point for photos and chatting.*

Once again, coming down the mountain was an entertaining drive. There were lots of long, slightly-curved stretches that enabled the back of the pack to take in the beautiful vista of the long hula line of BMWs ahead. Once we hit wind-turbine country, the weather turned a little bit ugly. Through that section I kind of wished the top was up, but we were quickly through it and heading back to the South Bay.

Back onto city streets of Livermore, we survived a few more red lights and unofficial regroupings before finding ourselves back in the twisty bits. These roads on the south east side of the bay were mostly desolate, except for us. As we headed up past the Calaveras Reservoir, we saw the tarmac occasionally narrow down to a single lane, bringing out our caution antennas.

At the top of the mountain, we began a very steep descent down Sierra Road to sea level, and the end of our





# BIMMERFEST 2011

By Ian Dunn

Bimmerfest 2011

By Ian Dunn

Bimmerfest was born in 2000 as a dealership-sponsored car show when Jon Shafer, general sales manager at Santa Barbara dealer Cutter BMW, proposed the idea to his boss as a way to bring together the local online community of BMW enthusiasts and help improve the image of BMW dealers—frequently referred to in forums as “stealers.” The first event at the dealership it attracted 75 BMWs and 125 spectators.

Over the years, Bimmerfest has grown exponentially. In 2004, when Cutter BMW relinquished their role as host, Shafer, who had retired from the dealership in 2003, continued to man the controls of this freight train’s hurtling momentum, moving the event to the more spacious Earl Warren Showgrounds in Santa Barbara. By 2009, they had outgrown even this venue, however, and changed the 2010 location to the Rose Bowl in Pasadena—very fitting for an event whose mammoth size makes them the granddaddy

Now, a little more than a decade after the first Bimmerfest, the event has grown to attract over 4,000 BMWs, an increase of over 5,000 percent!

This year was my second trip to Bimmerfest, and I had the pleasure of taking my new E92 M3 on her maiden voyage road trip. It’s worth it to me to make the almost 400-mile drive to be a part of such a massive homage to BMW.

Once all the cars arrived, the view across the horizon showed row after row of Bavarian metal; I spent most of the day walking around in an attempt to take it all in. In the center of the action were the vendor booths—including some familiar friendly faces at the BMW CCA booth—where you could see everything from their latest show-car creations, watch DIY demos, or buy parts for your Bimmer. As I wandered the grounds, I even saw several owners installing their new parts on the spot! It’s an enthusiastic group.

Much of the attraction of Bimmerfest lies in the camaraderie the event evokes; it truly is a “bringing together”



## ZUPER SIEBENS



# GANGS



of the online community. On the drive back home, I had the opportunity to lead a caravan of Bay Area drivers on the long trek up I-5. An hour or so into the drive, we came across two E46 M3s, which were by no means stock; one had a small sticker in the back window that read 800 Horsepower Club.

After a few more miles, we all pulled off together at a rest stop and had a chance to learn more about these beasts with Washington plates. (Talk about a long drive!)

They were equipped with turbochargers from Horse Power Freaks—one with a Stage 2.5, and the other a Stage 3. If that wasn't enough, they also had methanol injectors for added go power.

Before we hit the road again, I asked the owner if he really managed to get 800 horsepower out of a motor that made 333 in stock form. He replied, "No, it actually makes 840 horsepower—at the rear wheels."

More photos are on page 18!



# CLASSICS



# WESTERN RAILWAY TOUR



By Mike Zampiceni

Photos by Keith Keller and Mike Zampiceni

Western Railway Tour

By Mike Zampiceni

When I first created a draft of the 2011 social-events calendar, I wanted to find a tour destination somewhere between our chapter and the Sacramento Valley chapter, as I thought a joint event would be an opportunity to engender some camaraderie between our groups. I remembered that the Western Railway Museum, located on Highway 12 east of Rio Vista in the Delta region, was an interesting place to visit back in 1976, when I went there as part of an orphan-car event. (Yeah, remember the Hudson, the Nash, Studebaker, and Kaiser? I've actually owned more than one of each of these marques in the past. On that particular day, I was driving a 1953 Hudson Hornet coupe with Twin-H power: Wow, two one-barrel carbs with a special intake manifold! Don't laugh; Hudsons were NASCAR champions from 1951–1954.)

I remembered the train-car displays as being out in the open and somewhat rudimentary, but there was ample parking in a gravel lot, and the shaded picnic grounds on the sprawling lawn were spacious and inviting. This location provided a convenient rendezvous point between those north and south



of the museum, drawing esoteric vehicles produced by long-defunct manufacturers.

Fast-forward a decade: I drove a 1964 Corvair Monza to the same location for another joint venture among several Corvair Club chapters in Northern California. I remember the day as being pleasant, so I decided this was one of the better venues to gather like-minded enthusiasts from distant locales.

Instead of simply having the two BMW CCA groups meet at the museum, it seemed a better idea to tour over scenic roads as a single group to our destination. Originally, my plan was for the two groups to meet a few miles away, either in Antioch or in Brentwood, then tour together. But as the date grew closer, the Sacramento Valley activities director, Vivian Sumner, realized that the proposed route would put them on the same roads they had driven on their February tour, so we decided it would be best to just meet in the parking lot at the museum.

The morning of the tour, after signing the waivers and listening to my obligatory spiel on touring safety and protocol, nine BMWs headed north from Livermore. Only a few minutes after, we turned onto the challenging 14.5-mile Morgan Territory Road on the east side of Mt. Diablo. I say challenging because of its ten-mile stretch of one-lane road with no intersections. Meeting a car in that section engenders some trepidation about how to pass the vehicle with fenders intact! Actually, we were lucky that the other drivers (in both directions) pulled over to the side whenever possible, letting our convoy of Bimmers pass by, so we did get to enjoy the earlier faster, twistier portions of the road. But at one point we inched past a large pick-up truck with our side mirrors practically touching—and the pavement to the right had vanished!

The thick foliage of the Morgan Territory Regional Preserve yielded to more open scenery on the north end



of Morgan Territory Road, affording impressive, expansive views of Mt. Diablo. The general area was resplendent with beautiful green Spring grass and wildflowers. The pastoral hills and fields of various horse ranches rolled by as we traversed east on Marsh Creek Road for the next leg of our tour; then we turned north on Deer Valley Road south of Antioch. There we soaked in the refreshing greenery with great appreciation, as those same hills and fields would be turning their characteristic summertime golden brown soon.

We stopped at Antioch for a photo opportunity and a stretch, then hopped on Highway 4 to State Route 160 north—also known as River Road—and made our way over the Antioch Bridge. The road is built on top of a levee that meanders alongside the Sacramento River. Our vantage point on this perch presented a view of the vast acres of crops in the Delta region to the east, and the Sacramento River immediately to the west. As a result of run-off from winter snow in the Sierras, the river had swollen to heights I had never seen before!

As we neared Rio Vista, we turned left onto Highway 12, which immediately took us onto a metal drawbridge, transporting us safely across the voluminous river. We then travelled west for several miles along a two-lane country road through rolling hills and grasslands. A few minutes later, we reached the museum.

Entering the parking lot, we saw the Sacramento Valley group and their seven BMWs already in place. Our Sacramento comrades enthusiastically greeted us, and we took a few minutes to socialize before beginning the event with lunch in the picnic area. Sacramento president Jay Bortolotto and activities director Vivian Sumner warmly welcomed our Golden Gate group!

After lunch, it was time for the Western Railway Museum visit. Once inside the train yard, most of us split

into separate groups, with some electing to climb inside the various 50 vintage streetcars. Others decided to take the 45-minute interurban electric-train ride that meanders at a neck-snapping 20 miles per hour through the restored main line of the old Sacramento Northern Railway.

The interurban electric train we were on, Sacramento Northern interurban #1005, recently made its museum debut (September 18, 2010) after a decade in the Western Railway Museum restoration shop. This train is a true Bay Area native; it was built by the Holman Car Company of San Francisco in 1912 for the Oakland, Antioch, and Eastern Railroad, which ran from Oakland to Sacramento on the same tracks that the museum now owns and operates. The three railroads merged with the Northern Electric Railway to eventually form the Sacramento Northern Railway.

Our guide provided some fascinating information about the historic buildings and other significant buildings along the route. At the end of the line, the conductor suggested that everyone exit the train and look around for a bit. That enabled the train staff to change the direction of the reversible seats for our trip back!

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## CARS IN COSTUME



Photo: Steve Johnson

## ART CARS AHEAD





By Aleksey Kadukin  
Secretary, GGC BMW CCA

May 19, 2011

Location: Round Table Pizza, San Mateo

Board members in attendance: Rodger Ball (member at large), Canyon Chan (member at large), Kelly Collins (vice president), Ian Dunn (membership chair), Tammi Hull (treasurer), Aleksey Kadukin (secretary), Donna Seeley (president)

Board members not in attendance: None

Other members in attendance: Mary Sandkohl (East Bay area representative), Mike Zampiceni (social-events coordinator), Mike Mills (past president)

7:21 p.m. meeting called to order by Seeley

Official business:

- Hull makes motion to approve March minutes. Motion seconded by Ball. Entire board votes in favor. The motion passes.

Driving-events report (Hull):

Autocross: doing great.

The Great America parking-lot drama ended happily . Somebody held a drifting event there earlier this year and the city got a lot of noise-related complaints. All further driving events at the location were put on hold, but the situation was resolved a week before the meeting. We can now hold our events as long as we follow city noise regulations.

Different location had been researched, we had two backups.

Course design is great, thanks to David Sparks.

Matt Visser and Kris Linquist are helping a lot with autocross program.

- CCC: Registration for July opens tomorrow.

- HPDS: We are short on instructors for the June Laguna Seca school and still have plenty of open student spaces. Kadukin proposes posting an ad on third-party forums to promote the event. (It didn't happen due technical difficulties. -AK). November Thunderhill school is on the way.

- Club Races: GGC will be hosting one or two: Thunderhill is one of them and another one is planned for Infineon

June 11-12. Hull says, "That should be entertaining, if nothing else."

Treasurer report (Hull):

- We have money.

Communications report (Collins):

- Rumors: The new National web site will handle membership data that allows newsletter distribution in digital or print format (and we don't need to do anything special for this).

- Our website is still a challenge; Collins will call Mills for help. At the next Board meeting, we will discuss what to do with the site. We'll re-evaluate and see what we can afford in terms of redesigning the site and revamping the technology behind it. The budget depends on the outcome of the Laguna Seca HPDS.

- Social media: All good.

Vice-president report (Collins):

- Nothing new.

Social-events report (Zampiceni):

- Rio Vista tour was held in conjunction with Sacramento Valley Chapter. The tour went very well. SV Chapter coordinators liked Zampiceni's idea of doing an even more extensive tour next year. They invited us to join their tour to Lake Tahoe for a boat cruise on June 25.

- Zampiceni said, "Different people are joining different tours—that's good".

- Summer party has only three people signed up, but we expect more will sign up later.

- Zampiceni has been contacted by Monterey BMW about a Monterey car show they're organizing September 25; they're inviting the BMW Club to participate. A tour could be done around the event.

- Dunn led the Mt. Hamilton /Mt. Diablo tour and had eighteen cars.

- Poetic Winery tour is coming up in July; Jeff Cowan is organizing it.

Continued on page 20

Minutes continued from page 19

- Hull makes a motion to create a position called Tour Director and appoint Zampiceni. The motion is seconded by Chan. The entire board votes in favor. The motion passes.

- Seeley replaced Sven Schindler as Sonoma Historics corral coordinator. Seeley called Paula Williamson (North Bay area representative) for help, but she will be out of town during the event. Williamson said that she will be glad to organize the event next year. We are not doing registration for the event on MSR this year.

Tech-session report (Kadukin):

- May 26 repair session at German Motors Collision Center is set; free food will be offered.

- July 16 detailing tech session at Auto Concierge is set.

Membership-chair report (Dunn):

- We have 3,782 members and 512 associate members as of May.

- Dunn can send a list of new members to area reps so they send them welcome-to-the-chapter letters.

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BMW CCA News From National

FROM: Frank C. Patek II, Executive Director May 2011

Well, it's almost summer—and it can't come too soon. With devastating floods and tornados over much of the Midwest, our hearts go out to our friends and family in those stricken areas—and we are all family at times like these. If you're among the fortunate who have not been directly affected by these tragedies, please remember to reach out to your neighbors and help however you can.

New website, database to be launched in June—no, really!

I know, I know, you don't believe it—but it's true. On June 13—hey, that's not a Friday, is it?!—we will launch our new website and database. The changes will be many, and ease of use should improve dramatically. Getting there, however, will entail one last push beginning at 5:00 p.m. EDT on Friday, June 10. At that time the current database and website will shut down as we begin the conversion to our new database. The scheduled time for the conversion is 48 hours. On Monday, June 13, we will complete the migration and launch the new systems. [At press time, the more accurate launch looks to be around June 24. —kk]

If you try to visit the website over the weekend, you will see a temporary home page indicating that the site is under construction. Anyone wishing to join or renew their membership during the weekend will be able to do so using a temporary form. An e-mail blast will be sent before this to all members with valid email addresses, giving them notice of the pending shut down and allowing them time to renew early if they so choose.

National Board meeting: June 25-26, 2011

The BMW CCA Board of Directors will meet at Lake Las Vegas, just outside Las Vegas. The meeting will commence at 8:00 a.m. on June 25, and end at approximately 5:00 p.m. We'll address any follow-up work Sunday morning and end at noon. As always, local BMW CCA members in the area are welcome to attend the meeting; those willing to endure the full day on Saturday are invited to dinner that evening. If you plan to attend, please contact Linda Axelson at the national office at 864 250-0022, or send her an e-mail: [laxelson@bmwcca.org](mailto:laxelson@bmwcca.org)

Rats: May membership numbers fall slightly

While BMW CCA membership has reminded relatively stable in 2011, with a modest gain between March and April, it fell by over 300 members in May, leaving us with about 1,600 fewer members than in 2010. Oddly enough, we actually signed up more than 1,100 members during the month, compared to fewer than a thousand in April—but as usual, the members who fail to renew, for whatever reason, result in our declining numbers.

Members join for a variety of reasons, but chapter activities and associations are the primary elements of

sustained loyalty. Though national programs may attract new members, retaining those members is primarily a chapter-driven phenomenon.

Our chapters are the heart of Club activity, the spirit and soul of the BMW CCA. It's through your chapter recruitment efforts—along with enough activities to satisfy your members on a local level—that we hope to grow the BMW Car Club of America. Thank you for your continued offerings to your current members—and for your efforts in recruiting new ones!

2011 BMW CCA Membership Drive sponsored by BMW Performance Center

Each year, BMW CCA members are eligible to participate in our annual membership drive. Besides maintaining the health of the Club, members can earn BMW CCA Bucks and be entered to win great prizes. And this year those prizes just got better, with some help from our friends at the BMW Performance Center!

In a recent survey, many new members cited BMW CCA's 15% discount at the BMW Performance Center as one of the leading reasons they joined the Club. To capitalize on this unique benefit

of Club membership, every single participant in the 2011 BMW CCA Membership Drive will have an opportunity to win an M School session of their own. There will be one drawing for members who successfully make referrals, and a separate drawing for those who are referred.

Each time a Club member successfully makes a referral during 2011, that member will be entered into a drawing for the M School—as well as other prizes. For example, if John Smith refers ten new members in 2011, his name will be entered ten times for an M School.

Since turnabout is fair play—and every great marketing effort comes with a hook—we are also going to enter each person you refer in a separate drawing for an M School! Say John Smith refers Jane Doe, who then joins BMW CCA. Jane, along with every other 2011 referral, will be entered to win an M School of her own.

In the midst of a recovering economy, there has never been a better time to be a member of the BMW CCA—or a better time to join! No one knows better than you how vital our discounts and technical help are, to affordably keeping your Bimmer on the road. Who has more fun doing it than we do?

Why not let a friend, or even a stranger, in on the benefits? Refer someone today—or at any time during 2011—and not only will you help the Club grow, but you can earn yourself BMW CCA Bucks for Club merchandise,

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of America**



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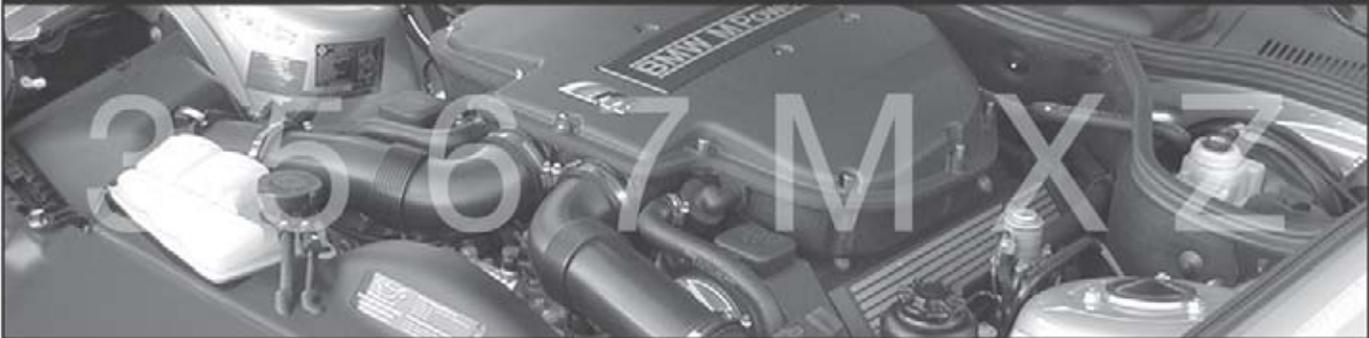
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## Wrench: July 2011

*Collecting versus Just Having Stuff*

By Jonathan Bush

I am not a collector; collectors generally have some number of items acquired in a logical way. A classic-car collection may consist of only rare versions of the 2002, like a 2002 Turbo, a Touring, and a Baur cabriolet. Another collector might bring together large numbers of second-generation Chevrolet Camaros, or Pontiac Firebirds and Trans-Ams. You should Google this last point. It's impressive.

A collector's logic patterns may be as simple as trying to amass as much stuff as possible, driven by an irrational fear of being without, like some Depression-era leftover. These folks rocket across the line from collecting to hoarding at impossible speeds. Every other TV show on The Learning Channel is about hoarders; some hoard miscellaneous items, ranging from televisions and dirty socks to plastic hangers and 1970s-era furniture. Some hoard coupons, while others hoard children. It's really all the same show.

I'm not any of those people. Sure, I have stuff, but it's all very *important*—and, if you scratch below the surface of dust and car effluence, very logical. Like all the BMW E12 parts in my garage: They have an eventual logical purpose—to be installed on a 1981 528i or possibly a Bavaria.

Not that the 528i has yet made it out of winter storage. Its Optima blue-top battery is very dead. I have a shiny new battery sitting on the workbench, surrounded by other stuff which seems to have no purpose whatsoever. Some of that stuff has to do with a vacuum part for my furnace, and leftovers from my multiple failed attempts to make the power antenna on the Mercedes work consistently.

If you take a step back, allow your eyes to drift into soft focus, and then look around my garage, it all makes absolute sense. The pile of manual-transmission bits? They're obviously meant to replace the ancient automatic parts currently responsible for shifting the 528i. The seemingly haphazard stack of dusty, but very nice, exterior trim pieces are begging to take the place of the sunburned bits currently besmirching the car's outer surfaces. The rusty plastic European E30 grilles are there just in case I buy another E30—yes, even plastic rusts here in Minnesota.

Some of these parts are for a 1976 E12, and won't fit a 1981. But they are in good condition, so they further my fantasy of coming to the rescue of some poor owner who needs early taillights, some trunk-trim pieces, or the bulbous piece of plastic that functions as the top-center dashboard air-conditioning vent. Other parts are redundant or not obviously useful; do I really need extra defroster-

vent tubes? Of course I do! In time, any random thing may become useful in a way none of us can foresee.

My parts are the automotive equivalent of full-contact Scrabble: If you can justify it, or use it in a sentence, it will eventually be embraced and accepted into the greater whole.

But claiming that I absolutely do not collect anything may be, shall we say, disingenuous. I do go out of my way to gather certain items based on a theme. My collection of BMW E3 and E30 models quietly grows, but not in scale: Anything larger than 1/43 takes up too much space. I have my strictly-adhered-to guidelines. Scale is important, but detail and accuracy are paramount. Strangely, the one thing most manufacturers cannot get correct is the wheels. This is true on all models in all scales.

The best 1/43-scale E3 models available are made by Schuco—so nice that these BMW 2500 sedans were offered by BMW dealerships, complete with part numbers (80 42 9 421 541 dark green, 80 42 9 411 917 silver). Color options of the BMW Classic line are excellent; the only glaring inaccuracy is the wheels, which look like the scale equivalent of eighteens on rubber-band tires. The recently-released Neo models in the same scale are very nice as well.

Yatming made a Matchbox-sized 2800 sedan, and several of those have found their way to my storage cases, as have some E3 sedans of indeterminate variety made from a creepy rubber-like substance.

Being exponentially more popular than E3s, E30s in many varieties are well-represented. Minichamps, also known as Paul's Model Art, made a stellar line of E30s, including coupe, convertible, Touring, and a myriad of versions of the *real* M3. Possibly the most interesting example, the Baur Top Cabriolet, was never produced by Minichamps, which is a glaring oversight, given how lovely their other models are. Gama made a Baur, but the wheels, with their 316i hubcaps, made it look cheap. Neo is now making a Baur, but it looks... a little off.

Matchbox produced a very good Baur 323i in many different colors, and Hot Wheels almost nailed the detail on their 325i coupe, if not the garish paint jobs.

Speaking of Matchbox, Hot Wheels, *et al*, I will usually grab any interesting new offering. I like to support them by buying their more offbeat wares, like the Hot



By Jonathan Bush



# Welcome!

## NEW MEMBERS

Last	First	City	Model	Year	Referred By	Last	First	City	Model	Year	Referred By
Last_Name	First_Name	City	BMW_Model	Year	Referred_By	Dennis	Michael	San Francisco			
BMW_Model	Year	Referred_By				Roland	Kelly				
Abbot	John	Livermore	328i	2007		Desousa	Kyle	San Jose	328is	1999	
Peter	Mottaz					Estrella	Edwin	Fremont			
Aguilar	Carolina	Newark				Faghihi	Nicole	San Francisco	328i	1996	
Alexander	James	Napa	328i (E93)	2011		FengHsin	Sunnyvale	M3	2008		C h r i s
Allard	Cara	Pacific Grove	528i	2011		Wetzler					
Ancheta	Leah	Redwood City				Fishman	Spencer	San Jose			RyanWild
Anderson	Art	San Francisco	535i	2008		Flanagan	Thomas	Palo Alto			
Annunziata	Marco	San Francisco				Flores	Arnie	S. San Francisco	M3	2002	
Ansari	Affi	Orinda	328i (E92)	2011		Friedland	David	San Jose			
Mike	Heller					Galli	Monica	Paso Robles	328i	2011	
Arabatyan	Gary	San Francisco				Gayon	Edgar	San Jose	Alpina B7	2008	
Bacho	Renea	Novato				Gill	Ryan	Pacifica			
Banaag	Reymund	Union City	530i	2002		Grauer	Markus	Pleasanton			
Barish	Joshua	San Ramon	Toyota	1999		Gudaitis	Ed	San Mateo	M3 Coupe	2011	
Baynes	Tracy	San Francisco				Gupta	Anubhav	Fremont	335I	2008	
Bertocchini	Carlo	Belmont	Z3	2000		Harmon	Elizabeth	Mill Valley			
Biegas	David	San Jose	M3	1999	Jeffrey	Randy	Fienberg				
Roberts						Ho	Andrew	San Francisco			
Boer TJ	Monte	Sereno	M roadster	2008		Ho	Tim	San Jose	335i (E90)	2009	
Barry	Pangrle					Horta	Mike	San Bruno		2002	1975
Bordenave	Donald	Concord	135i	2011		Husain	Syed	Hillsborough	535i	2011	
Mike	Heller					Syed	Husain				
Bronstein	Zachary	Redwood City	328i	1998		Husain	Amina	Hillsborough	128i	2011	
Kris	Linquist					Syed	Husain				
Brown	David	San Jose				Husain	Khursheed	Hillsborough	X 5	2011	
Brune	Torsten	El Cerrito				Syed	Husain				
Capretta	Matteo	Novato				Husher	Zack	San Jose			
Chamaki	Bruneil	Morgan Hill				Hussaini	Farooq	Fremont	320i	1983	S v e n
Cheng	May	Dublin	Toyota MR2	Spyder		Martensson					
2001						Hutchins	Joshua	Mountain View	330i	2001	
Chittum	Greg	Concord	325i	1989		Jalen	David	Alameda	M coupe	2007	
Michael	Ottati					Jatho	Jimmy	Los Gatos			
Convery	Sean	Mountain View	M3	2011		Karahalios	Dylan	Santa Rosa	330ci	2001	
Costa	Michael	San Francisco				Katz	Alex	Berkeley	2002	1974	
Crane	Mary	Castro Valley	330xi	2001		Killeen	Noah	Woodland	323i	1999	
Culaton	Bernie	Milpitas				Klimov	Sergey	Santa Clara	650i	2010	
Dasilva	Mike	Newark	M3	1995		Koo	Lorsen	San Jose			Jeff Cowan
Demilo	David	Scotts Valley	2002	1973		LaBouff	Mary	Los Gatos			

# BMW CCA DISCOUNTS

One of the many member benefits of BMW CCA is a members-only discount at various participating services and dealers. Below you can find the businesses in our area who offer our members a discount. Please note that businesses often require you to show your current CCA membership card in order to receive the discount.

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.

2002 Haus	San Luis Obispo	805 541-2002	5% Parts
Alekshop	Pleasanton	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
Diablo Motors	San Ramon	925 830-4269	10% Parts/Labor
Dinan Engineering	Mountain View	650 962-9401	10% Labor
Dinan Engineering	Morgan Hill	408 779-8584	10% Labor
Double O2 Salvage	Hayward	510 782-2002	10% Used Parts
Edge Motorworks	Dublin	925 479-0797	10% Labor
evosport	www.evosport.com	888 520-9971	10% Parts, \$1000svc=free dyno
Extreme Performance	San Jose	408 923-6404	10% Parts/Labor
German Auto	Santa Maria	805 922-1262	10% Parts
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
Milt's Service Garage	Vallejo	707 643-7548	10% Parts/Labor
Patelco Credit Union	www.Patelco.org	415 442-6200	Special Offer
Phaedrus	San Francisco	415 567-8000	10% Parts
Performance Art	Gilroy	408 848-6325	10% Service/Labor
Performance Technic, Inc.	Pleasanton	925 426-1361	10-15% Parts
Portola Valley Garage	Portola Valley	650 851-7442	10% Labor
RennWerks	Campbell	408 370-7480	15% Labor
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
BMW/Mini Concord	Concord	866 704-9479	10% Parts/15% Accessories
BMW of Fremont	Fremont	510 360-5900	10% Parts & Labor
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
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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Concord, CA 94520  
925 682-3577

## BMW OF FREMONT

5720 Cushing Parkway  
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510 360-5900

## BMW OF HUMBOLDT BAY

1795 Central Ave.  
McKinleyville, CA 95519  
707 839-4BMW (4269)

## BMW OF MONTEREY

One Geary Plaza  
Seaside, CA 93955  
831 899-5555

## BMW OF MOUNTAIN VIEW

150 E. El Camino Real  
Mountain View, CA 94040  
650 943-1000

## BMW OF SAN FRANCISCO

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San Francisco, CA 94103  
415 863-9000

## BMW OF SANTA MARIA

2150 South College Drive  
Santa Maria, CA 93455  
805 614-0306

## COAST BMW

1484 Auto Park Way  
San Luis Obispo, CA 93405  
805 543-4423

## EAST BAY BMW

4350 Rosewood Drive  
Pleasanton, CA 94566  
800 505-4801

## PETER PAN BMW

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San Mateo, CA 94403  
650 349-9077

## PRESTIGE BMW

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Santa Rosa, CA 95407  
707 545-6602

## SONNEN BMW

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San Rafael, CA 94901  
415 482-2000

## STEVENS CREEK BMW

3737 Stevens Creek  
Santa Clara, CA 95050  
408 249-9070

## WEATHERFORD MOTORS

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

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# NORTH COUNTY TOUR



By Dennis Harrold



## North County Tour

By Dennis Harrold

As I headed north from Nipomo to meet the group for our run through the Pozo area on Sunday, Geoffrey Rush's famous phrase from *Shakespeare In Love* came to mind: "It'll work out; it always does." I had some doubts, since this driving tour was being held on the same weekend as the big Paso Robles Wine Festival, but his words proved prophetic. Most of the festival activities took place on Saturday, and we experienced only light traffic and very few cyclists on our Sunday outing.

On previous North County drives we've encountered large groups of cyclists, fond of expressing their displeasure that we are even on the road at civilized speeds—well, mostly.

I rolled into Santa Margarita at 9:15 to find our thirteen participants engaging in the usual banter and bench-racing. We began the meeting with introductions so our new participants—Stephen Thompson, driving a gorgeous

deep green 335i coupe, and Evan Arnerich, in his very fine bright red 330Ci—would feel like part of the group. Jerry Zack and his friend Tim



once again came from Monterey to join us, this time in a supercharged Z3 1.9.

After the brief drivers' meeting, the group departed at 9:30 for a quick pit stop before our dash through the woods. Jim Culver arrived in his '85 M5, representing the vintage set (the dubious distinction of "vintage driver" was mine). Jim and I waited briefly for any latecomers and then joined the others near the park on the east end of town.

As Highway 58 straightened after the first mile, I could see that two cars were missing. Thus began a saga that resulted in a couple of extra stops; it was a reminder that a pair of two-way radios would be an excellent addition for our tour group. We stayed on 58 until the Pozo fork and headed east to Las Pilitas Road, a lovely seven-mile section that has tight, off-camber turns and a few fast sweepers. It is very smooth by our standards, enough so that those with sporting suspensions and fragile backs would not require a visit to the chiropractor. Next was Huer Huero, a six-mile stretch that is a little tighter and rougher as it winds back to Highway 58.

Then it was cruisin' time as we traveled east for eight miles on 58 until we reached La Panza Road. There we turned north on this very scenic stretch through wine and horse country that ends at Highway 41 in Templeton. We crossed 41—the pavement now known as Creston Road—and worked our way to Paso Robles. I missed a turn at Golden Hill which would have expedited our way through town, but a brief consultation with Dave Bundy, our local in the group, put us back on track.

Eventually we reached 24th Street, our passage out of town, which becomes Lake Nacimiento Drive. A few



miles west of town we turned onto Adelaide Road, a nice uphill stretch that runs through wine country. We turned onto Vineyard Drive, running south from Adelaide Road to Highway 46, our last chance to enjoy Munich's finest machinery at play. Vineyard is one of the area's finest sports-car roads, with turns of all kinds, elevation changes, and good visibility in most places. The road was clear, and we made the most of it, finding traffic only in the last mile or two before Highway 46.

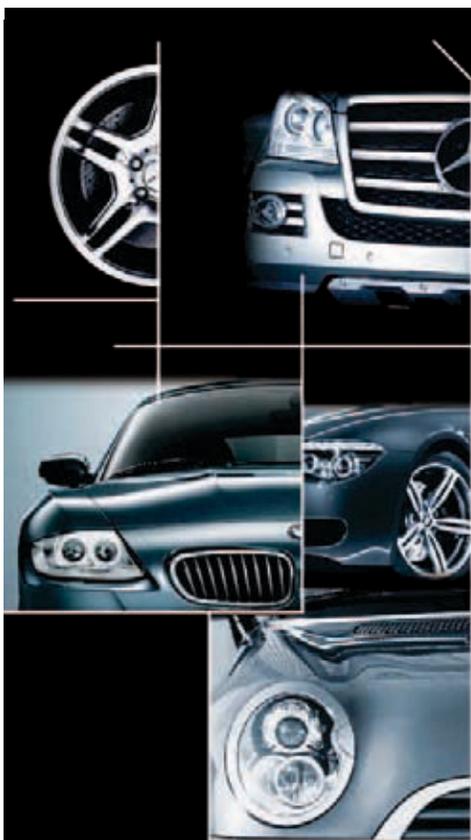
We kept a moderate pace overall on this drive, with the local constabulary in mind; fortunately, they were nowhere in sight. It was only five minutes from Highway 46 to McPhee's in downtown Templeton, and we were ready for the feedbag by this time.

In keeping with our theme of the day—"It will all work out"—our two MIAs were waiting for us at McPhee's. They

had missed the first turn after a delay at the start, but went back and covered all the route except the final loop around Paso Robles.

I opted for the salmon tostada special, very well prepared, but was envious of several nearby companions enjoying their filet-mignon sandwiches. Next time! The wait staff trotted out a birthday dessert for me, and I never did find out who the spy was. Not that I'm complaining—I managed to score a free dessert at three restaurants over a five-day stretch!

As we left McPhee's, we were pleased to find a local show-'n'-shine group parked next to our cars. It was an eclectic group, including an Acura NSX, a Viper convertible, and several classics, including a beautiful orange Ford pickup from the '50s. The car talk with our fellow car nuts continued for nearly an hour before most of us decided it was time to call it a day.



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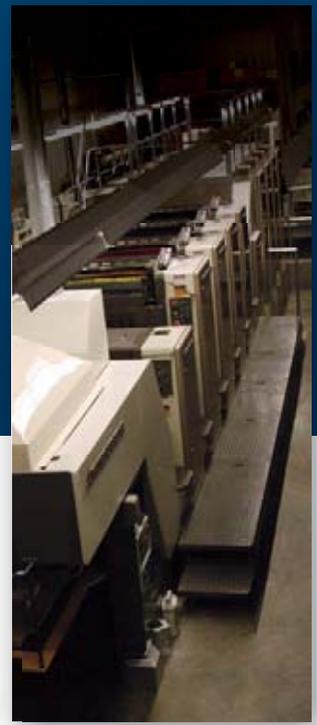


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