

June 2011

die flüsternde **bombe**



This issue:

The Iconic M1
Open House at Borelli
Autocross Season Opener

BMW Car Club
of America
Golden Gate Chapter



The Ultimate Driving Skills

July 9, 8:00 a.m.-5:30 p.m.
Candlestick Park, San Francisco



Experiment with your car's handling! Break your old habits! Have some fun, all while you pick up some useful driving skills! The GGC Car-Control Clinic is the perfect answer, whether you're just 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 - Braking exercises
- Learn proper use of steering wheel, brakes, and throttle
- Approved pre-requisite for on-track high-performance driving school



Photos by Christina Breton



Car-Control Clinic

- Registration:**
- Online only: go to www.ggcBMWcca.org → Calendar
 - Registration is first come, first served
 - Only \$110 per student—lunch included! (\$158 for non-members, includes one-year membership to BMW CCA)



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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. 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.

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. Please note, this publication is sent Bulk Rate USPS.

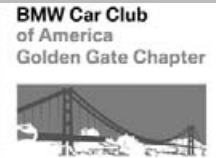
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MAGAZINE AD RATES PER MONTH:

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
Specified Placement fee: 25% of ad cost/mo.				
Inside front/back cover (color):				
Full page	\$513	\$488	\$462	\$410
Back Cover:	\$775	\$737	\$698	\$620

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

On the cover

There may be no finer example of an M1 in this country than this one for sale at Canepa Design.

By Rich Tsai

Die Flüsternde Bombe: "The Whispering Bomb"

July 2, 1969-2011 Golden Gate Chapter

Celebrating 42 years of BMW enthusiasm in the Golden Gate region.

www.ggcBMWcca.org

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Six months ago, I was the proud owner of an E46 M3 named Elsa. Unfortunately, just before New Years Day, an act of God would change all that.

The afternoon of December 28 I was counting down the hours before I could leave work to head for a Lake Tahoe ski trip. I'd driven our 2006 Subaru Legacy GT—aka "the snowmobile"—to work that day so I could pick up new wiper blades for the drive.

My cell phone rang. It was my boyfriend, Kevin, who was working from home that day. I figured he needed me to pick something up for our trip: wrong! His first anxious words were, "Ian, you need to come home now," followed by, "Something's happened to your car."

For any car enthusiast, those are words that instantly stop your heart. My mind raced through of all the worst-case scenarios. When he told me the 75-foot Monterey Pine behind our apartment complex had come crashing down on on Elsa, I was dumbfounded—then I blurted out a string of expletives. Hanging up the phone, I grabbed my bag and ran to the Subaru. As I floored it home, all I could think was, "What are the odds of a tree falling on your car in San Francisco?!"

I got home and sprinted down our driveway, where I could hear the chainsaws of the fire department shrieking. As I turned the corner to be greeted by a fireman, my car was nowhere to be seen; all that was visible was a few other cars sticking out of what looked like a giant fern bush. The look on my face must have been disturbing enough that the fireman asked if I thought someone was under the tree. "My M3 is under there!" I cried. His unsympathetic response—"It's only a car, it can be replaced"—didn't help calm me.

I scrambled under the thick limbs to see that the four-foot tree trunk had fallen precisely down the length of Elsa's beautiful body. The blue tarp over the fitted BMW car cover was still in place, ironically there to protect her from tree sap. After climbing over the tree trunk, I pulled back the cover to reveal twisted metal and broken glass. Oh, my Elsa!



She had been mechanically and cosmetically perfect, having had over \$6,000 worth of work done in the previous six months. The real sadness came from knowing I wouldn't get to enjoy my "first BMW" again—she who had made me fall in love with the marque, whether it be on a race track or back-road driving tours.

It took a couple of weeks to get the tree removed and the insurance claim processed—but it felt like an eternity. In the meantime, I began a quest to find my next BMW.

I first considered a Competition Package (ZCP) E46 M3, given my familiarity with the car and its track-focused attitude. The 1 Series M coupe was also high on the list, but I ultimately decided on a ZCP E92 M3 in Space Gray on the two-tone Fox Red/Black interior. From the first test drive, I fell in love with the scream of the S65 V8 engine at 8,000 rpm and the ferocious bark from the double-clutch transmission's rev-matched downshifts. I'll be the first to admit it's certainly not the wisest financial move—but as they say, "You can sleep in your car, but you can't race your house."



By Ian Dunn, Membership Chair

A week after completing the 1,200 mile break-in service, I joined my chapter pals at Laguna Seca for a truly sublime one-day driving-school experience. Despite the added weight and technology of the E92, I found I was falling in love all over again: To my great relief and joy, Elsa's M spirit is alive and well in her successor!

Epilogue: Elsa is now resting in a garage at Bill Arnold's shop. I hope that she gets a second chance at life, since the engine and SMG transmission emerged unscathed. GGC



CALENDAR OF EVENTS

» JUNE

Jun 4-5 BMW Corral at Sonoma Historic Motorsports Festival GGC Infineon Raceway, Sonoma
www.ggcbmwcca.org

Jun 6 Laguna Seca Driving School GG Chpt
Mazda Raceway Laguna Seca, Salinas Kelly Collins
www.ggcbmwcca.org TrackSchools@ggcbmwcca.org

Jun 10 Auto Club Speedway Driving School LA Chpt
Auto Club Speedway, Fontana Delight Lucas
www.bmwclubla.org djlucas@cox.net

Jun 11 Autocross GG Chpt
Great America, Santa Clara Rodger Ball & Jeff Roberts
www.ggcbmwcca.org autocross@ggcbmwcca.org

Jun 11-12 Club Race at Infineon Raceway GG Chpt
Infineon Raceway, Sonoma Tamara Hull
www.ggcbmwcca.org treasurer@ggcbmwcca.org

Jun 18 GGC Summer Picnic GG Chpt
Private Residence, Los Altos Hills Mike Zampiceni
www.ggcbmwcca.org SocialDirector@ggcbmwcca.org

Jun 18 Board Meeting GG Chpt
Mimi's Café, Foster City Donna Seeley
www.ggcbmwcca.org president@ggcbmwcca.org

Jun 23 East Bay Meet & Greet GG Chpt
Tommy T's Comedy House, Pleasanton Mary Sandkohl
www.ggcbmwcca.org EastAreaRep@ggcbmwcca.org

Jun 25 Meet & Greet/Clear Lake Tour GG Chpt
North Bay Area Paula Williamson
www.ggcbmwcca.org NorthAreaRep@ggcbmwcca.org

Jun 26 Palo Alto Concours d'Elegance PA Lions Club
Stanford University, Palo Alto Tammi Hull
www.ggcbmwcca.org treasurer@ggcbmwcca.org

» JULY

Jul 2-3 Buttonwillow Driving School Central CA Chpt
Buttonwillow Raceway, Buttonwillow Peter Kwan
www.ccbmwcca.org

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

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

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

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

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

» AUGUST

Aug 6 New-Owner Tech Session GG Chpt
Berkeley Motor Works, Albany Paula Williamson
www.ggcbmwcca.org NorthAreaRep@ggcbmwcca.org

Aug 17-18 BMW Festorics Wine Tours BMW CCA
Carmel Valley/Monterey/Salinas Linda 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
www.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

» OCTOBER

Oct 1 Lost Coast Tour GG Chpt
Lost Coast, CA Paula Williamson
www.ggcbmwcca.org NorthAreaRep@ggcbmwcca.org

Oct 10-16 *BMW CCA Oktoberfest BMW CCA
Barber Motorsports Park, Birmingham, AL Linda Axelson
www.bmwccaofest.org LindaA@bmwcca.org

Oct 15 Board Meeting GG Chpt
Mimi's Café, Foster City Donna Seeley
www.ggcbmwcca.org president@ggcbmwcca.org

Oct 15 Car Control Clinic GG Chpt
Marina Municipal Airport, Marina CCC Team
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Oct 16 Autocross GG Chpt
Marina Municipal Airport, Marina Rodger Ball & Jeff Roberts
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» NOVEMBER

Nov 5-6 Thunderhill Driving School GG Chpt
Thunderhill Raceway Park, Willows Kelly Collins
www.ggcbmwcca.org TrackSchools@ggcbmwcca.org

Nov 5-6 Club Race at Thunderhill Raceway GG Chpt
Thunderhill Raceway Park, Willows Tamara Hull
www.ggcbmwcca.org treasurer@ggcbmwcca.org

Nov 12 Top Driver Shootout GG Chpt
Marina Municipal Airport, Marina Matt Visser & Kris Linquist
www.ggcbmwcca.org autocross@ggcbmwcca.org

Nov 17 Board Meeting GG Chpt
Round Table Pizza, San Mateo Donna Seeley
www.ggcbmwcca.org president@ggcbmwcca.org

» DECEMBER

Dec 17 Board Meeting GG Chpt
Mimi's Café, Foster City Donna Seeley
www.ggcbmwcca.org president@ggcbmwcca.org

*** Indicates a regional or national Club event**

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

Sunday, June 26, 2011
7:00 a.m - 4:30 p.m
Stanford Campus



See BMWs
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collections, and the cute-
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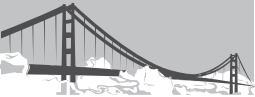
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ANNOUNCEMENTS

BMW CORRAL: SONOMA HISTORIC MOTORSPORTS FESTIVAL

June 4-5

Infineon Raceway, Sonoma

General Racing, Ltd., www.generalracing.com/

Enjoy the show of more than 300 vintage racing cars from our prime viewing spot at Turn Three! The Sonoma Historics feature cars that span every decade of the 20th Century and include pre-war sports and racing cars, sports-racing cars, formula cars, and historic Trans-Am, historic Can-Am, IMSA GTP, FIA GT, and Grand National cars. McLaren is the featured marque in 2011.

The BMW corral features:

- *Infineon Raceway parade laps in your BMW on Saturday and Sunday afternoon!
- *Exclusive reserved parking for owners of BMW on Turn 3!
- *Rob Brown Terrace seating
- *Special Saturday appearances by representatives from Edge Motorworks and Cool Carbon
- *Full visibility of the race cars on the track
- *A short ten-minute walk or two-minute shuttle ride to:
- *Wine Country Pavilion with food and wine samples from Sonoma and Napa
- *Midway food and exhibits
- *The race paddock and pit

There is space for approximately 100 cars in the BMW corral. First come, first served!

AUTO CLUB SPEEDWAY DRIVING SCHOOL

June 10

Auto Club Speedway, Fontana

Delight Lucas and Roger Scilley, DJLucas@cox.net

The LA Chapter's next high-performance driving school is at Auto Club Speedway—also known as Cal Speedway, and known to real old-timers as Fontana—in the northeast Los Angeles area.

Visit www.bmwclubla.org/calendar.php for more details.

CLUB RACE AT INFINEON RACEWAY

June 11-12

Infineon Raceway, Sonoma

Tamara Hull, treasurer@ggcbmwcca.org

Come enjoy the thrill of watching wheel-to-wheel racing! Come on out and show your support for our BMW CCA Club racers!

GGC AUTOCROSS

June 11, 8:00 a.m.-5:00 p.m.

Great America, Santa Clara

Rodger Ball and Jeff Roberts, autocross@ggcbmwcca.org

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 under Driving Events Overview, or visit 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:

July 10 @ Candlestick

August 20 @ Marina

September 24 @ Marina

October 16 @ Marina

November 12 @ Marina (Top Driver Shootout)

JUNE BOARD MEETING

June 18, 11:00 a.m. (Saturday)

Mimi's Café, 2208 Bridgepointe Parkway, Foster

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!

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.

GGC SUMMER PICNIC

June 18

Bell Residence, Los Altos Hills

Mike Zampiceni, SocialDirector@ggcbmwcca.org

Please join us for our chapter's annual summer picnic, preceded by an optional driving tour through the Santa Cruz mountains.

Tour: meets at 9:00 a.m. at Cañada College

Barbeque Party: starts at 12:00 p.m. in Los Altos Hills

Registration is open!

This event is open to all members and is a great introductory event for first-time Club participants. You can choose to participate in the driving tour, the barbeque party, or both. All you need is your car, a full tank of gas, and a swimsuit. The tour will take place on public roads and will be driven at a spirited pace—but please save your racer aspirations for the track!

To participate in the tour, gather at Lot 2 at Cañada College at around 9:00 a.m. to socialize and sign waivers. Everyone, including passengers, must sign waivers, and parents must sign for their children. At 9:45 we'll have a drivers' meeting, and depart promptly at 10:00 to traverse some engaging roads through our mountainous peninsula. We'll arrive at the Bell residence around noon.

Dave and Bonnie Bell have once again graciously invited the chapter to their home for a barbecue and pool party. The feast awaiting us includes ribs, grilled chicken, potato salad, mixed green salad, rolls, and baked beans. After gorging yourself, you can cool off in the pool or relax in the hot tub.

To participate in the barbeque party, you'll need to register online via the calendar listing at our website. The cost per person is \$32. This is always a very popular and well-attended event—don't miss out!

EAST BAY MEET & GREET

June 23, 6:00 p.m.

Tommy T's Comedy House, Pleasanton

Mary Sandkohl, EastAreaRep@ggcbmwcca.org, (510)530-4871

Join us at Tommy T's Comedy House in Pleasanton for an unforgettable East Bay Meet & Greet. The Wayans brothers—famous for their situation-comedy TV series and a number of comic movies, such as *Scary Movie*, *White Chicks*, and *Little Man*—are featured for the evening. This should prove to be a night of a thousand laughs!

We'll gather at 6:00 to mingle and enjoy appetizers provided by the chapter. You are responsible for your own drinks and dinner if you choose. The show starts at 7:30.

The cost for this fun evening is \$25 per person. RSVP to Mary Sandkohl with your name, member number, and number of attendees in your party.

NORTH BAY MEET & GREET/ CLEAR LAKE TOUR

June 25

Marin

Paula Williamson, NorthAreaRep@ggcbmwcca.org

For those who missed out on the April Tour Of The Unknown, we have a similar driving tour for you. This is a combined meet-and-greet starting in Marin County, followed by a tour to Clear Lake for lunch. We will pass through four different counties along the way, all the while taking in some lovely scenery and great North Bay back roads.

Stage One of the tour will start at 8:00 a.m. at Peet's Coffee at 5800 Northgate Mall, Suite 146, San Rafael. (Peet's is around the back side of the mall with plenty of parking.) Here we'll socialize for an hour while having coffee and tea. After a quick drivers' meeting at 9:00 a.m., we'll hop in our cars and head to Santa Rosa, where we'll collect those who only want to do the driving tour.

Stage Two: In Santa Rosa, we'll meet at 9:45 a.m. at Starbucks, 2240 Mendocino Ave. (the south end of the Safeway parking lot—not inside Safeway). Once everyone has signed the waiver and we conduct a drivers' meeting, the driving tour will depart at 10:15 a.m. sharp.

From Santa Rosa, we will take Mark West Springs Road over to the ever-charming town of Calistoga, then follow Highway 29 over Mt. Saint Helena and down into Middle-

town—which gained its official name in 1875 because of the town's location at the mid-point between Calistoga and Lower Lake. Eleven miles up the road at Lower Lake, we take a left and follow the winding back roads along the lake's edge through Kelseyville to historic Lakeport.

Several thousand years ago, Lakeport was first settled by the Native American Kabe-napos subtribe of Pomo. Their village of Kaci-Badon later became Forbestown, Rocky Point, and Tuckertown before the current name designation!

At Lakeport we'll stop for lunch at a great little Mexican restaurant by the water. Be warned: Don't eat too much, because after lunch we'll be traveling over the very steep, twisty, turning mountain path of the Hopland Grade on Highway 175. At Hopland we'll stop and bid each other farewell before hitting 101 to go our separate ways.

Any questions? Please don't hesitate to contact Paula Williamson at (707) 695-3998 or NorthAreaRep@ggcbmwcca.org.

BMW FEATURED: PALO ALTO CONCOURS D'ELEGANCE

June 26, 7:00 a.m.–4:30 p.m.

Stanford Campus, at Sand Hill Rd. and Stock Farm Rd. (by Stanford Hospital)

Tammi Hull, treasurer@ggcbmwcca.org

www.paconcours.com

For the first time in the 45-year history of the Palo Alto Concours d'Elegance, BMW is the featured European marque! This show dates back to 1967, when the Palo Alto Host Lions Club organized and sponsored the first Palo



Thursday - June 23, 2011 @ 6:00 p.m. \$25/person

Golden Gate Chapter Event: East Bay Meet & Greet

The Wayans Bros.

Join us at Tommy T's in Pleasanton to see the comedy act The Wayans Bros.!

Brothers Shawn and Marlon are famous for their situation-comedy TV series and for a number of movie comedies, such as *Scary Movie*, *White Chick*, and *Little Man*.

We will gather at 6:00 p.m. to mingle and enjoy appetizers provided by GGC BMW CCA. You are responsible for your own drinks and dinner, if you choose. The show starts at 7:30 p.m.. The cost for this sure-to-be hilarious evening is \$25/ person.

RSVP by email: EastAreaRep@ggcbmwcca.org with your name, member number, and number attending. **Questions:** Contact Mary Sandkohl, east-area rep (510) 530-4871

Tommy T's, 5104 Hopyard Road, Pleasanton (925) 227-1800
For more info, visit www.tommyts.com.

Alto Concours d'Elegance in order to raise money to help local communities. Over the years, the concours has grown into a magnificent event with acres of exquisite cars, and has raised well in excess of \$1,000,000 for approximately 35 local community organizations.

As BMW is the featured marque, your BMW might just be one of the many we'll see on display this year. Show your own BMW, or simply take in the sights of pristine special and collector vehicles, which can span from Pebble Beach winners to new Italian exotica, to Japanese "rice rockets," to collectable military vehicles, to vintage travel trailers restored beyond new.

Bring out those vintage BMWs! GGC is seeking a nice range of the older BMWs: pre-war, 501, 502, 503, 507, Isetta, Glas, 1500, 1600, 1800, 2000, 2002, Bavarias, Threes, Fives, Sixes, Sevens, and of course, any M1—anything manufactured before 1986—any BMW race car, too! We also want to display all four generations of the M3 in Alpine White and all four generations of the M5 in black.

Interested in judging? If you are a member who would like to be a volunteer judge for this event (or you'd like to become an official SCCA concours judge), contact Tammi Hull.

Buy your tickets now! There will be a separate BMW parking corral ticket holders with BMW vehicles of any age.

You don't want miss this event! Information and tickets available at www.paconcours.com

BUTTONWILLOW DRIVING SCHOOL

July 2-3

Buttonwillow Raceway Park, Buttonwillow

Peter Kwan

Find your place in the sun at Central California Chapter's HPDE just northwest of Bakersfield.

Visit www.ccbmwcca.org for more details.

CAR-CONTROL CLINIC

July 9, 8:00 a.m.–5:30 p.m.

Candlestick Park, San Francisco

CCC Team, 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 slalom, skidpad, and emergency-avoidance exercises—with instruction. The car-control clinic is a day-long event that consists of three low-speed exercises: a skidpad, a slalom course, and a braking and accident-avoidance simulation. 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 pre-requisite 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

TECH SESSION: DETAILING

July 16, 10:00 a.m.

Auto Concierge, Fremont

Aleksey Kadukin, techsessions@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.

SOUTH BAY AREA: POETIC WINE TOUR

July 23

Poetic Cellars, Soquel

Jeff Cowan and Laura Ness, 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.

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 salad. Registration opens soon.

Watch the website for 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@ggcbmwcca.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 semi-smooth roads, ending with a stop for lunch.

Continued on page 21

BMW CCA

BMW Car Club of America

join the experience at bmwcca.org

WEST COAST SUMMER CONCOURS

Friday, 8AM – 4PM August 19, 2011

Rancho Canada Golf Club, Carmel Valley, CA

Featuring BMW, Porsche and Mercedes-Benz Club Corrals



BMW FESTORICS

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
- Catered Lunch at our BMW CCA Hospitality Tent
- Parking on the Track for your BMW at Turn Five



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www.festorics.org or www.legendsoftheautobahn.org



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GGC Autocross Opener



By Matt Visser

Photos by Kris Linquist



The 2011 autocross season kicked off in early April the same way the 2010 season ended: with the threat of rain. Luckily, the rain held off for the 2011 opener, although it was cold and windy. However, the cold weather could not chill the spirits of the GGC autocrossers!

The first event of the season is always exciting. A BMW Club autocross is as much a social event as it is a competitive event; it's a time to reconnect with old friends and to meet new ones. Looking around the opening day, I noticed some new faces and new cars. A few of those cars were brand-spanking new, and some were only new to their owners. You could tell that everyone was happy to get together again with other car nuts. They'd been anxiously waiting to show off their new (or improved) cars, which were sure to help them move up in the standings this season.

The annual tweaks to the classification system moved some people into new classes. The intent of our GGC classification system is to have you compete against cars of similar performance potential. Each class is based on the car, and any modifications done to the car. Since an auto-

cross course is not a race track—lacking long straights and super-high-speed corners—it's about how the car handles.

A new, high-horsepower V8 M3 can compete against a decade-old, modified non-M car. While you may think that a new M3 with twice the horsepower would easily post a faster time, that's not always the case. Case in point: At the 2011 season opener, Eric Lam, in his 1997 328i, put down the fastest time of the day for a BMW! He took the win in Gonzo class (the fastest class) over Dave Sparks in his Z4 M coupe.

A class like AAA is positively going to be won by an M car: All fourteen cars entered were some kind of M variant sporting some kind of go-fast mod. Competition was fierce; the top three drivers—all in E36 M3s—were separated by a little more than 0.20 seconds! Praneil Prasad took the AAA win in this season-opener. He was also one of the top six finishers at our 2010 Top Driver Shootout (TDS), so there was no surprise there. Another top-six TDS finisher last year, An Nguyen, finished third. Slotting in between



Prasad and Nguyen was Hal Dorton; his second-place finish may indicate that he finally has the car dialed in after a couple of rough seasons spent refining the handling with different sway bars and spring rates.

While AAA was all about the cars from Garching—headquarters of BMW M GmbH—AA class is an interesting mix of M and non-M

cars. Most M cars have some minor modification that puts them in AA, while the non-M cars usually sport more substantial modifications. The non-M cars took the top six spots, leaving the M cars to share the leftover crumbs. As with AAA, the top three times in AA were tight—all within about 0.25 seconds.

I surprised myself by snagging the fastest AA time in my 135i sport cabrio. I'd been trying different sway-bar combinations for quite a while, and the most recent rear sway bar went on the car just a week before the autocross.

The previous sway bar produced major oversteer at the limit, to the point where the car wanted to spin out on every corner—so anything would have been an improvement! Apparently I've found the right formula now.

Finishing second was our new autocross coordinator, Jeff Roberts. Then he lent his E46 330ci ZHP to former autocross coordinator Kris Linquist, who finished 0.10 seconds behind him! If you ask Linquist, he might tell you that he was only being polite: It's considered bad form to beat someone in their own car! But Linquist is a competitor who never sandbags a run; Roberts just drove a skoshe faster to edge him out of the Number Two slot.

The A class was also a mix of M and non-M cars. In this case, most M cars are stock, or very close to it, while the non-M cars have at least some modifications. M cars made up fourteen of the eighteen cars in the A class—and took the top five positions. James Keane in his stock E46 M3 took top time, while Paul Berton finished second in his lightly-modified E36 M3. Also in a lightly-modified E36 M3 was Rob Powers, who finished third. His best finish last year was fourth, so Powers is off to a great start this season.

The B and C classes are made up entirely of non-M cars. Christian Duvivier easily took the B class win with a scorching time that even beat the top times in the A and AA classes.



Duvivier was the B class winner last year—often faster than the upper classes—and the fourth-place finalist in the TDS.

The 2011 win was unexpected, because not that long ago, Duvivier was lying in a hospital bed with serious brain trauma. A week after the November TDS, he had a freak accident; a hit on the head led to bleeding in his brain, and less than twelve hours later, he went into a coma that lasted a week. When he finally regained consciousness, he had trouble walking and talking; it was unclear if he would even be able to walk and speak normally again, let alone drive a car! To go from that horrible state to taking the top modified time of the day in an autocross is truly miraculous; he continues to make progress, and everyone in the BMW autocross community wishes him a return to 100% health.

Rounding out the top three in B class were Paul Brancato, finishing second in his E46 330i ZHP, and Joe Mercado, who finished a scant 0.03 seconds behind him.

C Class is made of stock (or very-lightly-modified) non-M cars. Brock Parsons, last year's C-class winner, continued his reign, taking this year's opening autocross.

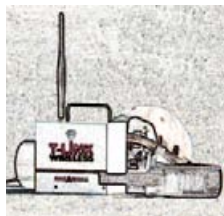
His E46 330xi squeaked by Steve Purta's Mini Cooper S with only a 0.14-second difference. Art Kauffam brought the only Mini Cooper Clubman in the field into the third-place spot.

The top time of the day went to Dave Dunwoodie in the X (non-BMW/Mini) class. He normally drives a Gonzo-class E36 M3, but brought out his new toy: a wild-looking 1970 Porsche 911. How did a 1970 Porsche 911 take the top time of the day over the more modern metal? A quick peek inside the car showed very little of the original interior—or any interior at all! An inspection of the engine compartment showed what looked like a significantly modified modern-911 power plant—it certainly lacked any notion of the '70s!

This inaugural event of the season went off like clockwork; Jeff Roberts did a fantastic job as the chapter's new autocross coordinator. All of the hard work he and Rodger Ball—our other new autocross coordinator—put in prior to the start of the season really paid off. Unfortunately, Ball could not be at the autocross due to a recent medical issue which will not allow him to take part in any motorsport events this year, but he continues to help with the autocross program behind the scenes. The autocross crowd was unanimous in wishing him a speedy recovery—we can't wait to see him again in person at the autocross next year!

We autocrossers are also grateful to Brian Cheung and Dave Sparks for volunteering their time to the program. Cheung assumed the autocross timing-and-scoring position vacated by Ball when he took on the autocross co-coordinator job. Sparks is the new head course designer, taking over for Jason Sams, who did a great job designing courses for us for the past several years.

Autocrosses are held from April to November. A full calendar of all Golden Gate Chapter events can be found on the chapter's website. To get more autocross-specific info, visit www.bmwautocross.com. It has information about our events—as well as a cool video that should get you all psyched to come out to our next autocross! **GGC**





Living LARGE

By Aleksey Kadukin

An open house at Borelli Motor Sports makes members want to live there.

Club Auto Sport, originally built as a luxury-car storage facility, provides secured and environmentally stable garages (called “car condominiums”) for rare exotics. But recently the business was expanded to accommodate a variety of needs: Now you can rent not only a garage, but office space as well. Keep your business close to your Ferrari Enzo!

This new business model has successfully attracted a variety of companies, including a car time-share agency, a graphics shop, a virtual race-simulator manufacturer, and a solar-panel retailer. So adding Borelli Motor Sports was a natural expansion of Club Auto Sport’s business: An in-house fully-equipped service shop under the same roof provides a perk to the customers who would rather not have the hassle of transporting their expensive cars to a shop.

But Borelli’s services are not just limited to Club Auto Sport customers; the doors are open to any car owner who’s

looking for a high-quality shop—the recent acquisition of the well-regarded suspension specialists at Performance Art has combined the skills and tools of both shops. Borelli Motor Sports’ goal is now a facility capable of handling any kind of request, from simple tire replacement to major suspension and engine modifications.

But modifying your car isn’t the primary means of improving your driving experience; Borelli has taken a further step by offering training programs for new drivers, daily drivers, and race drivers, as well as personalized driver development with a professional race driver. Basically, you can have a personal coach who will train you to become a better driver—or even start a career in motorsports.

This evolution has turned Club Auto Sport a true club: It’s a place where enthusiasts can store, maintain, repair, and have modifications made to their cars—at the same



time they're conducting business or hanging out, enjoying the country-club atmosphere of the facilities.

During our time as guests at the open house, chapter members had the opportunity to meet professional race-car driver Max Hyatt. His career includes participation in high-profile competitions such as ALMS and the Grand-Am Rolex series. Recently, Max had been testing behind the wheel of Corsa Team PR1 Motorsports' BMW M6, getting ready for the 24 Hours at Daytona, and he shared great stories about his experience—including a memorable tale about trying to compensate for the heavy-nosed tube-frame car's understeer in tight corners. The resulting suspension calibration gave the car a boat-like shape when it wasn't in motion (front end higher than rear end), but a flat look—

with even-weight distribution—in tight corners under heavy braking.

The end of the session found us in the main Club Auto Sport showroom, which has become a popular facility among top Silicon Valley companies for corporate parties. We had a short but productive Q&A session with Borelli Motor Sports' staff that reinforced the idea that they could take any complicated job and meet the highest level of customer expectations. They also shared some information about future expansion plans for Club Auto Sport: They're thinking about opening a cafeteria where car owners can spend time waiting for their cars. Personally, I can't imagine what else Club Auto Sport could add to the already impressive list of services: a sauna and a pool, perhaps? **GSC**



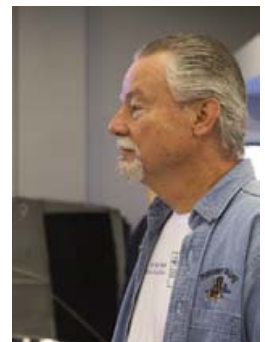
Mike Drysdale from Millers Vinyl Graphics gave a short presentation.



ALMS driver Max Hyatt talked about his interesting racing career.



Club Auto Sport offers space for variety of businesses.



My brother-in-law Georgy was in town visiting, so this event gave me a chance to introduce him to our chapter activities.



This one of two(!) 1984 Lola-Mazda T-616 GTP 24 Hours of Le Mans-winning cars owned by the two Club Auto Sport founders can be seen in action at major vintage races in our area.

A Rare Icon



A special car appears at the Canepa Design facilities tour.

By Rich Tsai, SingleLens.net

On a rainy day last October, Bruce Canepa held a tour of his Canepa Design facilities in Scotts Valley for 50 members invited from select Northern California car clubs. Words and pictures cannot effectively describe his unique property and the rolling works of art housed within; I was certainly not prepared for the sensory overload provided by the immaculate 65,000 square-foot combination museum, showroom, and workshop!

Canepa Design offers in-house services such as performance enhancements, exterior styling, interior customization, mobile electronics, security/armoring, and acquisitions/sales of sports cars, collector cars, and vintage race cars.

On the main floor of Canepa Design, a white BMW M1 for sale caught my attention; could this be the same 1980 M1 that swept its class at the Palo Alto Concours, the San Francisco Presidio Concours, and the Niello Concours at Serrano? A quick scan of VIN #1260 confirmed that it is indeed the same car—one of the finest examples in existence of only 399 street M1s ever built. (Another 57 were built for Procar competition.)

The M1 is an iconic homologation special. Designed by Giorgetto Giugiaro and hand-built between 1978 and 1981, it launched BMW's Motorsport division. Lamborghini was commissioned to work out the details of the chassis and

assembled seven prototypes. The mid-engine M88/1 3.5-liter four-valve twin-cam inline

six with Kugelfischer mechanical fuel injection and six separate throttle butterflies produces 277 horsepower and 239 pound-feet of torque; this is the engine that began the M dynasty, its direct descendants powering the original M5 and M6. In fact, its twin-cam head design was used to create the iconic S14 four-cylinder for the E30 M3—the first engine to carry the S designation of a BMW M engine.

With less than 27,000 miles, VIN #1260 has a celebrity history. It was purchased in 1980 by singer Christopher Cross, who won a Grammy for "Sailing." Cross brought the car into the U.S. via Dietel Enterprises in Laguna Hills, where Mike Dietel was well known for converting gray-market BMWs to U.S. specs. Jeff Zwart—photographer, filmmaker, racer, and holder of a Pikes Peak hill-climb record—purchased the car in 1985 and sold it to Steven Hansen in 1999. In 2006, Northern California collector and GGC member Chris Provo purchased the M1—with just





22,000 miles on it!—and sent it to Casey MotorSports in Petaluma for a thorough cosmetic and mechanical restoration.

The details of Provo's incredible restoration of the car are summarized on the Canepa website:

"The engine was completely torn down, inspected, detailed, and reassembled with factory gaskets and seals. The transmission was also disassembled, inspected, and reassembled with new synchros. New clutch plates were installed, along with a new old-stock (NOS) factory radiator and auxiliary fan. Underneath, the entire suspension was disassembled, detailed, and rebuilt with new bushings. The shocks were sent to Bilstein where they were re-valved and repainted to original factory-spec. Even the brake calipers were disassembled, detailed, and refitted with updated pads.

The body received special attention at Casey MotorSports. In the engine bay, new heat seals were installed, along with a new trunk panel, and the panel just aft of the rear

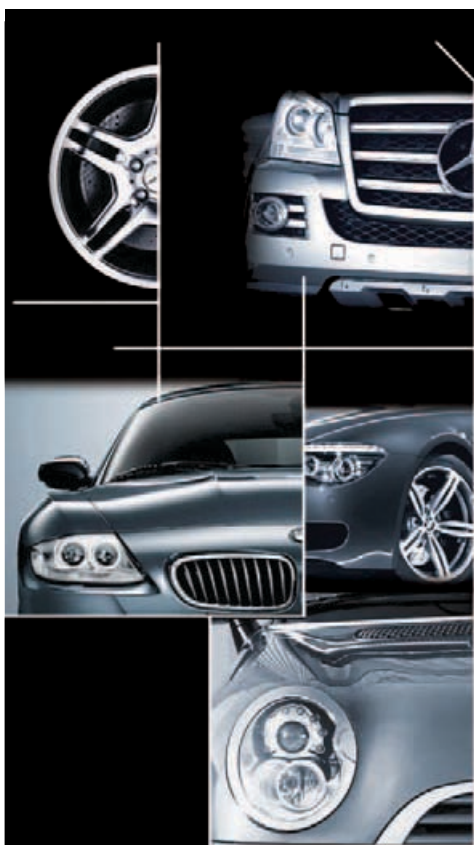


window. Up front, the radiator bay was also stripped and detailed. The body then went to Brian Moore Restorations near Rancho Cordova where it was prepped and repainted the original factory white. A proper set of Euro bumper

panels and a new windshield were fitted. Inside, NOS houndstooth fabric was tracked down and used in the restoration of the seats, door cards, and headliner. NOS factory carpet and mats were also hunted down and installed. The dash was recovered in the correct, factory-spec leather, and fitted with a NOS factory Becker Mexico radio and speaker. Even the gearshift knob was restored to original."

As Canepa says, you won't find another M1 as nice as this outside of the BMW Museum in Munich—and they should know. The M1 in the Munich museum was once owned and restored by Bruce Canepa! [GGC](#)

More images from the tour can be found at singlelens.net/canepa1/



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By Aleksey Kadukin
Secretary, GGC BMW CCA

April 16, 2011

Location: Mimi's Café, Foster City

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

Board members not in attendance: Rodger Ball (member at large), Tammi Hull (treasurer)

Other members in attendance: Jeff Roberts (autocross co-coordinator), Mark Radovan (Monterey area representative), Tatiana Rodionova, Marshall Pierce, Fidel Mercado

11:19 a.m. meeting called to order by Seeley

▪ **General topic:**

- Seeley makes motion to approve March minutes. Motion seconded by Kadukin. The entire board votes in favor. The motion passes.
- Board noticed that Chan is not on board-email list. Collins will ask Kris Linquist to add him to the list.

▪ **Driving-events report (Hull via email):**

- HPDS: We have forty people signed for Laguna school, but only twelve instructors. HPDS team is working on the issue. Roberts asks how many students we need to break even. Collins is not sure. Track-rental cost is higher for the summer, and that is affecting the school budget.
- Palo Alto Concours d'Elegance: Seeley asks who is going to the event. Some board members are planning to go.
- An Infineon HPDS this year is a possibility, but it heavily depends on the rental price. Thunderhill HPDS: we're good to go.
- Autocross: The first event went very well, according to Roberts. Kadukin praised the smooth transition of autocross team coordinators. Actually, past coordinators Linquist and Matt Visser did help a lot with event organization to cover when Rodger Ball was unable to work due to a medical issue.
- CCC: everything is going well; next clinic set for July 9.

▪ **Treasurer report (Hull via email):**

- We have money.

▪ **Communications report (Collins):**

- Newsletter: Some time ago Jeff Cowan started a discussion about electronic delivery of the newsletter, which would save a lot of money. Members should be able to choose to opt in for a digital copy instead of a printed one. [This member-database option should be coming with the new BMW CCA website. -kk] The caveat: Our printing is priced on volume, and we could end up paying more if we print fewer copies. Another caveat: Maintaining our own list of members with delivery options would be complicated, since we receive monthly updated rosters from the national office. Collins will call Commerce Printing to find out the various rates we'd be looking at.

- Website had been fixed by Linquist, but the technology is outdated. We need to find somebody who will redo our site professionally in a paid capacity. Website will be the next big goal for the board after the truck-and-trailer project.

- We established Twitter account for the chapter. Collins would like to unify autocross and chapter Twitter accounts.

- Facebook: we have 900 likes!

- Percy Chow sent another version of logo for verification to National and we are awaiting for response. (*Post-meeting note: it was approved.*)

▪ **Social-events report (Zampiceni via email):**

- A lot of events scheduled: tours, summer picnic, etc.
- Mark Feinberg resigned from North Bay area representative position. Paula Williams continues as a rep for the area.
- Zampiceni requested access to Motorsportreg.com to set up online registrations for upcoming events. Collins re-instated it.
- Dunn asks about waiver-forms availability: Ball ordered them and we have them in the trailer.

▪ **Tech-session report (Kadukin):**

- Body-and-paint repair tech session is set for May 26.
- Truck-and-trailer project update: We are close to making a decision. We need to get alternative quotes from other shops and choose one to complete the project.

▪ **Membership-chair report (Dunn):**

- We have 3,832 members and 520 associate members as of April.
- Communicated with Gil Caravantes (Commerce Printing) about postcard-printing budget and delivery.
- Dunn continues calling members and to ask what interests them the most. Dunn will send Excel spreadsheet to board with feedback. Included with his calls is "pimping driving tours" to new members.

▪ **Vice-president report (Collins):**

- Collins makes motion to make the Summer BBQ Party the chapter's major social event and put the Winter Party on hold. Seconded by Kadukin; the rest of the board votes in favor. The motion passes.

▪ **President report (Seeley):**

- National Club news: This year's Nürburgring driving school has been canceled.
- Pacific Region call: No news.

▪ **New business:**

- Seeley: It would be nice to set up a private board-only area on website to store official forms, waivers, etc.
- Radovan would like to organize a Meet & Greet in the Monterey area.

Meeting adjourns at 1:10 p.m. GGC



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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@ggcbmwcca.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 how to get the best out of your air conditioning—and a whole lot more!—sign up now. This tech session is for you! We'll cover the ins and outs of your BMW, 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 17-21

Monterey area

Linda Axelson, Festorics@bmwcca.org

www.festorics.org

Wine Tours: August 17-18

August 17: Carmel Valley/Monterey wine-tasting tour

Ag Venture Tours will be offering a full-day wine-tasting tour, featuring motorcoach accommodations to three excellent wineries in the beautiful Carmel Valley and Monterey areas. The tour will start with a visit to Chateau Julien Wine Estate for a private tour, walk, and wine-tasting. We will then visit the tasting rooms of Ventana Vineyards and Heller Estate to taste their premium wines. Lunch will be at Tarpy's Roadhouse Restaurant. As we drive through the area, your expert guide will discuss the Monterey County wine industry; we will observe beautiful scenery and discuss local points of interest.

August 18: Salinas Valley wine-tasting tour

This full-day wine-tasting motorcoach tour of the Salinas Valley includes a visit to Manzoni Farms/Vineyards for a tour and taste of their premium wines. We will then visit Hahn Estates/Smith & Hook Winery for a delicious barbecue picnic lunch and wine-tasting. The tour will finish at Paraiso Vineyards for a private tour and wine-tasting. Along the way, we will see the world-famous Salinas Valley, "Salad Bowl Of The World," and learn about the local agricultural industry, which supplies many of the fresh vegetables consumed throughout the United States.

It's an affair you won't want to miss! Additional information can be found at www.festorics.org.

Banquet and Vintage Races: August 19-21

August 19-21: BMW CCA Festorics meets Rolex Monterey Motorsports Reunion

Sponsored by Liberty Mutual Insurance, Sonax, and the BMW CCA, the annual BMW Festorics at the Monterey historic races—now called the Rolex Monterey Motorsports Reunion—celebrates the mystique of BMW and our appreciation for the marque. Set for August 19-21, the Festorics

features a two-day parking corral with hospitality tents overlooking Laguna Seca's Turn Five. The Festorics package includes the opportunity to buy corral tickets, lunch tickets, a special BMW banquet ticket, and event tickets to the Reunion races themselves—all from one convenient source!

But the corral at the track is only one attraction. Don't miss the Club banquet at the Rancho Cañada Country Club in Carmel Valley!

CENTRAL CAL CHAPTER'S GERMAN-MARQUE CONCOURS

August 19

Rancho Cañada, Carmel Valley

Wayne Wundram, BMWWayne@aol.com

www.legendsoftheautobahn.org

Sponsored by Liberty Mutual Insurance, Sonax, and BMW CCA, the BMW CCA West Coast Summer Concours will again host beautiful BMWs of all ages, as well as entrants from the Porsche and Mercedes-Benz clubs who will share this event. The concours will be held on Friday, August 19, at the Rancho Cañada Golf Course, located on Carmel Valley road just east of California Highway 1. With separate club concours judging sites and club corral parking areas, the concours will again kick off the BMW CCA Festorics weekend.

This event will be limited to marque-club members only. Space will be limited to 200 BMWs, 100 Porsches, and 50 Mercedes-Benzes, and will include a parking corral area for those registered but not participating in the judging activity. It is also a perfect location for a picnic lunch. Food and beverages will also be available on-site. Additional attractions may include guest speakers and specialty vendors.

Online registrations for this event are now open at www.MotorsportsReg.com. You may register your car and pre-order lunches and event T-shirts. For additional information, please visit www.legendsoftheautobahn.org.

NORTH BAY AREA: THE LOST COAST TOUR

October 1

Paula Williamson, NorthAreaRep@ggcbmwcca.org

Have you heard of California's Lost Coast—or been there? This will be the pinnacle driving event of the North Bay region for 2011! Plan on arriving Friday night, then enjoying the terrain of the Lost Coast with us on Saturday—and finish the day with the group for dinner.

More details to follow on this amazing tour!

BMW CCA OKTOBERFEST 2011

October 10-16

Barber Motorsports Park, Birmingham, AL

Linda Axelson, LindaA@bmwcca.org

www.bmwccaOfest.org

So much to do, so little time! There are five days of driving school to choose from, a TSD rally, car-control clinic, Club Racing school, fun rally, concours, etc.

Registration is open. Book your hotel reservations now!

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Cool Carbon BMW S/T Street Pads, Part 2

Suggested Retail: About \$230 a set for BMW M3 applications

Available from Bavarian Autosport and AutoIndividual, among others

Last Fall, Cool Carbon gave me a set of their S/T brake pads to evaluate. My initial review in the January/February issue covered installation and preliminary feedback from the race team of Sarah and Anthony Zwain of Edge Motorworks; long-term input will come later as the autocross season gets going. This month covers my personal day-to-day driver's perspective.

Prior to installation at a local shop, I slathered on some red CRC Brake Quiet to the backing plates of the Cool Carbon pads and let it set for at least for an hour. This step will give you a quieter pad. (As a side note for owners of notoriously loud Hawk HPS pads, this red stuff, applied prior to installation, does miracles for quieting those down, too.)

I had Edge Motorworks install the pads because of their expertise—and because I wanted to spend my next weekend just goofing off. While you can toss new pads onto old brake rotors if they're in halfway-decent shape, if there is significant scoring (grooves) on the surface, it's going to take longer to bed the new pads, let alone get a good performance measurement. Since my rotors had about two years and 30,000 miles on them, I still had enough material for a turn. (The previous pads were the Hawk HPS, worn down about 25%–30%.)

When I picked up the car, I spoke with Tony, Edge's lead tech and a successful, experienced racer. He said the pads went in fine, nothing weird. They did take a little extra time to lube the caliper guides and contact edges, per Cool Carbon's instructions. He even bedded the pads for me so I could be off and running. Thanks, guys!

Even with a good preliminary bedding, however, it's a good idea to be aware of your initial break-in braking performance. For the first hundred miles, the brake pads don't give the impression that they're high-performance. You may find that with the car and brakes cold, you'll need to brake earlier—and perhaps more firmly—to come to a stop. This was similar to the behavior I had witnessed with my previous Hawk HPS pads. However, this behavior is only temporary with the Cool Carbons; soon the pads began to perform as I had hoped. (Note: using the included CC instructions for an accelerated bedding procedure may shorten this break-in period.)

After the first 500 miles, here are some of my thoughts:

Pedal feel: I like the pedal feedback. A lot of high-performance pads have some vagueness to them; much of this is due to the purpose of the pad (street, street/race, race), the pad material (ceramic, semi-metallic, etc.), or even material thickness. The OEM BMW pad has an excellent pedal feel; so using that as the bar, the Cool Carbon pad is much more linear than the OEM, but still similar in feel.

Cold contact: When they're new, cold Cool Carbon pads can provide a spike of adrenaline when you don't stop exactly where you expect to. Once the pads are broken in, however, they stop where and when desired, without drama—much like OEM. Another plus.

Hot contact: You will find the friction level increasing as temperature in the pad rises. Its hot properties are consistent and virtually without fade; coupled with good pedal feel, this characteristic is one of the shining points of the pad. You'll have a fair amount of confidence when going hot into a freeway off-ramp or a sharp turn—or when you need to hit the ABS because that !#\$% guy in the pickup just cut into your lane.

Dust: People who invest in good brake pads are likely to invest in good wheels, too. OEM pads are notorious for turning shiny polished-metal rims into gray-brown, decrepit-looking pizzas. The Cool Carbon pads easily produce less than half as much dust. Happy wheels!

Noise: Though noise is often a complaint with aftermarket pads, the Cool Carbon units do not exhibit any noise. (In my opinion, CRC Brake Quiet contributes to this quality.)

Conclusion: I believe the Cool Carbon S/T is a great alternative to the OEM pad. It's definitely in the same street-pad class as the Hawk HPS. I'd give the advantage to the Cool Carbon pad because of its low level of dust and responsive pedal feel. I find that they perform best with a little heat, but—unlike some other pads—even when they're cold, they don't push my heart rate with surprises. **GSC**



By Percy Chow

Other voices from the playground ...

Jeff Cowan
BMW CCA, Pacific RVP
1989 E30 M3

TRACK: The Cool Carbon ST pads ease into their bite a little more gently than the Hawk HPS. Fade resistance is very good, but after a hard 30-minute session on a heavy-braking track, you may feel some slight, but predictable, fade on the last few laps.

AUTOCROSS: The pads require some heat to work better. They performed best on the third run of the session, and then seem to

maintain that performance for several more runs. If you do an SCCA-style autocross with limited runs, this should be taken into consideration.

STREET: On cool mornings the brakes initially need one or two stop signs to wake up fully; after that, they work very well. Unlike the Hawk HPS pads, the CC pads rarely—if ever—squeal. And they leave less than half as much brake dust on the wheels. It's been too long since I've had stock pads to draw any comparisons there.

I run the CC's year round now for street, autocross, and HPDE. I think they do a great job in all three environments. I like that they don't squeal and they keep the dust under control.

Aleksy Kadukin
GGC, Secretary
2003 E46 325Ci

After driving with the pads on my car for two weeks, I like the non-squealing Cool Carbon pads. The brakes are very linear and easy to control with slight

pressure modulation on the pedal. The initial cold bite is slightly less aggressive than OEM pads, but not a problem because there is always clear feedback.

With the OEM setup, it feels like the brakes are trying to work best at the initial braking, but become inconsistent soon after. What really impresses me about the CC pads is that the brakes feel very consistent at various speeds and different surfaces—maintaining their consistent positive feel throughout.



GGC 2010 FINANCIALS

Dec 31, 10 ASSETS

Current Assets	
Checking/Savings	
PayPal	350.26
Washington Mutual	78,756.54
Total Checking/Savings	79,106.80
Accounts Receivable	
Accounts Receivable	5,845.00
Total Accounts Receivable	5,845.00
Other Current Assets	
Prepaid autocross expenses	700.00
Prepaid car control clinic exps	100.00
Prepaid corral expense	100.00
Prepaid holiday party expenses	533.32
Total Other Current Assets	1,433.32
Total Current Assets	86,385.12
Fixed Assets	
Communicators	1,500.00
Equipment - timing boxes	1,042.14
Generator	1,076.42
Traffic light	1,716.03

Trailer	30,158.00
Truck	15,739.19
Total Fixed Assets	51,231.78
TOTAL ASSETS	137,616.90
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Other Current Liabilities	
Accrued driving school exp.	252.85
Club Racing refunds payable	325.00
Prepaid driving sch. fees, net	11,981.40
Prepaid Holiday Party income	96.00
Total Other Current Liabilities	12,655.25
Total Current Liabilities	12,655.25
Total Liabilities	12,655.25
Equity	
*Retained Earnings	107,398.03
Net Income	17,563.62
Total Equity	124,961.65
TOTAL LIABILITIES & EQUITY	137,616.90

Jan - Dec 10 Ordinary Income/Expense

Income	
ALMS corral	
corral fees	8,535.00
refunds	-155.00
Total ALMS corral	8,380.00
Autocross entry fees	
entry fees	30,979.00
Evolution school	6,050.42
Test & Tune	3,101.00
Total Autocross entry fees	40,130.42
Car control clinic entry fees	
entry fees	23,772.00
refunds	-1,000.00
Total Car control clinic entry fees	22,772.00
Club racing income	
racer fees	8,600.00
Total Club racing income	8,600.00
Dinner & lunch fees	
dinner fees	1,775.00
dinner refunds	-100.00
Total Dinner & lunch fees	1,675.00
Driving schools entry fees	
cxl fees	350.00
entry fees	85,258.00
refunds	-2,793.00
Total Driving schools entry fees	82,815.00
Holiday Party income	
dinners	2,976.00
raffle	283.00
Total Holiday Party income	3,259.00
Membership dues income	61,224.25
Merchandise commissions	303.69
Newsletter advertising revenue	35,160.00
Sonoma Historics corral income	460.00
Tour income	2,528.00
Website advertising income	355.00
Total Income	267,662.36
Expense	
ALMS corral expenses	
processing fees	409.04
supplies	16.38
tickets	7,908.00
Total ALMS corral expenses	8,333.42
Autocross expenses	
insurance	3,990.00
lunches	5,890.78
maintenance	495.00
portapotties	1,100.00
processing fees	1,810.70

site rental	20,335.00
supplies	488.32
truck fuel	270.00
Total Autocross expenses	34,379.80
Awards	635.65
Car control clinic expenses	
instructor expenses	425.35
insurance	1,425.00
lunches	2,792.22
processing fees	1,206.27
shirts	75.00
Site rental	9,714.00
supplies	585.56
truck fuel	182.46
Total Car control clinic expenses	16,405.86
Chapter Congress	2,397.06
Club racing expenses	
processing fees	56.25
steward expenses	253.63
Total Club racing expenses	309.88
Club racing school expenses	
processing fees	436.25
Total Club racing school expenses	436.25
Driving schools	
ambulance	4,345.00
classroom rental	600.00
communications	2,910.80
control	360.00
corner workers	5,280.00
electrical	450.00
fire crew	830.00
food and beverages (lunches)	1,700.18
instructor & staff lodging	5,611.20
insurance	3,055.00
Insurance, driving schools	1,450.00
meeting expenses	216.91
numbers	1,087.35
other	2,300.51
processing fees	4,439.30
public address system	600.00
registration expenses	729.52
restrooms & portapotties	750.00
Saturday night dinners	2,346.00
security	980.00
shirts	1,257.84
towing	1,820.00
track rental	34,885.00
track supervisor	500.00
truck fuel	348.10

worker lunches	1,173.00
Total Driving schools	80,025.71
Holiday Party	
event costs	3,203.62
processing fees	125.28
Total Holiday Party	3,328.90
Insurance expense	
D&O	747.39
Total Insurance expense	747.39
Meeting expenses	1,631.99
Member expenses	132.34
Membership chair expenses	174.55
Newsletter	
advertising commissions	6,830.00
editor services	20,000.00
mailing	2,715.00
postage	16,984.06
printing	43,040.00
Total Newsletter	89,569.06
P.O. Box rental & service	584.00
Sonoma Historics corral expense	
processing fees	22.30
refunds	80.00
tents, etal	790.00
Total Sonoma Historics corral expense	892.30
Taxes, licenses & fees	45.00
Tour expenses	
event costs	3,272.49
insurance	2,480.00
processing fees	160.72
Total Tour expenses	5,913.21
Treasurer expenses	
postage	44.00
Total Treasurer expenses	44.00
Truck & trailer expenses	
DMV registration	485.00
Insurance, truck and trailer	1,902.00
Storage	540.00
Trailer repairs & supplies	29.03
Truck repairs & supplies	635.79
Total Truck & trailer expenses	3,591.82
Void	0.00
Web hosting expense	515.81
Website	
processing fees	4.74
Total Website	4.74
Total Expense	250,098.74
Net Ordinary Income	17,563.62
Net Income	17,563.62

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.

Independent Service & Supply Discounts

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

Dealership Discounts

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
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831 899-5555

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415 863-9000

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805 614-0306

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GGC, BMW CCA

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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.

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

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E46 M3	2001 - 2006	\$699.00	18-20	20-25 ft lb	Up to 20%
E39 M5	1998 - 2003	\$699.00	25-30	20-25 ft lb	Up to 20%
E9x 3 Series	2005 - Present	\$599.00	15-20	12-15 ft lb	Up to 20%
E6x 5 Series	2003 - 2010	\$599.00	25-30	15-20 ft lb	Up to 20%
E63/4 6 Series	2003 - 2010	\$599.00	25-30	15-20 ft lb	Up to 20%
E90 M3	2008 - Present	\$799.00	20-25	20-25 ft lb	Up to 20%
E60 M5	2005 - 2010	\$899.00	25-30	25-30 ft lb	Up to 20%
E64 M6	2005 - 2010	\$899.00	25-30	25-30 ft lb	Up to 20%
1 Series	2005 - Present	\$599.00	15-20	12-15 ft lb	Up to 20%
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Dear Mr. Valentine:

Every fighter pilot knows – cover your six. After one day with my new Valentine One, I see why everybody at the base keeps talking about their Vee-Ones.

I picked up a beep on the Interstate, slow at first but quickening, just like I was coming up on something. But the Radar Locator pointed behind – something was coming up on me!

He was hard to spot, a slick-top sneaking up through traffic. He went on by and got small. Then I saw blue flashes in the distance.

When I caught up he had a Mustang, its ordinary detector still winking red in the windshield. Of course, ordinary detectors don't look behind. Vee-One is like driving with a buddy for back-up.

Yours truly,

Slam

L.C. "Slam" Lewis
Tucson, AZ

Dear Mr. Valentine:

Hey, I think I owe you one.

My commute goes past two miles of malls, which my old detector said was one long X-band false. Nope. Now I see it's two miles of little alerts that blur together. The Radar Locator tracks each one as I drive by – pointing Ahead first, then Beside and finally Behind.

Yesterday, it pointed out the usual places. And one more. Hmmmm. The Ahead arrow flashed insistently. Guess what? Radar shooting commuters from the shoe-store parking lot.

My old unit would have beeped, same as always. But yours saw the trap. That could be an ad, right? Valentine One is the one to have when there's more than one alert.

Go ahead, use it, because I definitely owe you.

Sincerely amazed,

Sal Molinari
Sal Molinari
Hartford, CT

Mike Valentine
Radar Fanatic

Trust...V1 earns it one ambush at a time

Bogey Counter

Tells how many:
Radar hiding within a
false alarm? Two radars
working the same road?
Reads instantly.

Control Knob

Turns On/Off, adjust volume,
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Sets volume you hear after muting.

Radar Antenna

Scans behind for radar.

Radar Strength

More LEDs glow as radar
strengthens.

Radar Locator

Tracks one or more
radars at the same
time; points to each.



Ahead



Beside



Behind

Memo To: Mike Valentine

Kansas, 54 west to Liberal, so flat I can see next week. No traffic, really, except for the Durango I've been closing on through four or five iPod tunes (George Jones was made for Kansas).

Off the shoulder ahead, maybe a half mile, what, a furniture van? Tailgate up, brown-shirted guy inside; looks like he's rearranging the load. V1 lets loose an EEEEEEEEE sound. Laser! I hammer the brakes. EEEEEEEEE.

Can't be laser. There's nothing around. Just me and the Durango, now passing the van. Wait...inside with the furniture, dang, another brown shirt, crouched behind a sofa, steadying his laser gun over the backrest. Double dang! The first shirt is talking into a cop radio as I go by.

And now I see what the deal is; three cruisers backed up in a tight line against the nose of the van. The lead car is rolling, in pursuit of the Dodge I was fixing to pass. The others stay. Whew! V1 must have caught a laser glint as it ricocheted off the SUV.

C. Phillips
Clay Phillips
Tulsa, OK

Dear Mr. Valentine:

Just east of Texarkana on I-30, my Valentine One picked up X-band. The Radar Locator pointed "Ahead." Over the rise, sure enough, flashing lights. Smokey had a semi on the shoulder.

As I eased past, I watched the Radar Locator; it's kinda fun seeing it tracking radar from "Ahead" to "Beside" to "Behind" as you go by. It stayed "Ahead." What the #@?! Man, I saw Smokey. And I put him behind me. But the Locator still pointed ahead. Could it be?

Yep. Over the next hill, another Smokey, harvesting the ignorant. Without the Radar Locator, I would have been one of them. Valentine One is like having my own AWACS.

Thanks, Big Guy

Ted Reynolds
Ted Reynolds
Dallas, TX

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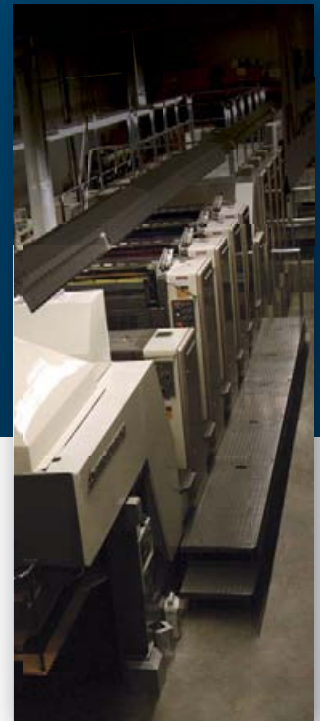
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