

die flüsternde bombe

November/December 2012



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This issue:
2013 GGC Election

Napa Valley Tour
Santa Maria Tech Session

Grand Am Races
WTCC Races

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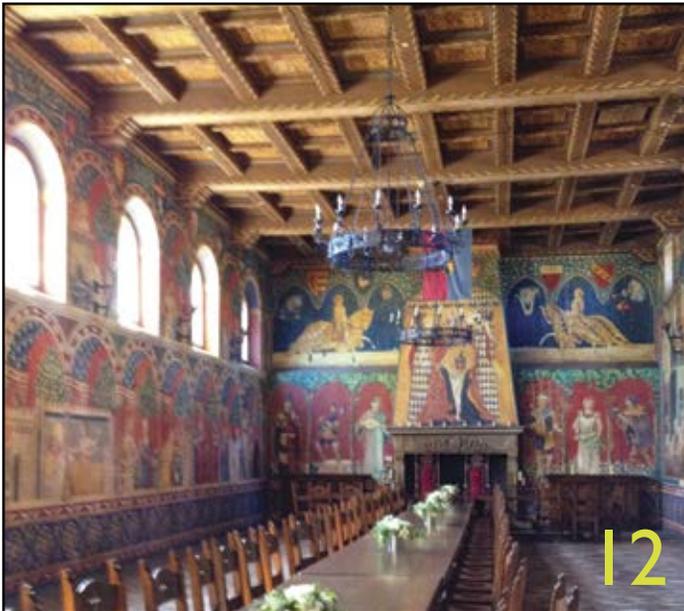


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On the cover

The t-shirt graphic says it all when it comes to our Club member's enthusiasm for Bimmer-filled racing events like the Grand-Am and WTCC.

Photos by Rich Tsai of SingleLens.net

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

BMW Car Club
of America
Golden Gate Chapter



Die Flüsternde Bombe:

"The Whispering Bomb"

The Official Magazine of the Golden Gate Chapter, BMW CCA

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

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GGC, BMW CCA

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Golden Gate Chapter BMW CCA
68 Mitchell Blvd, Suite 250
San Rafael, CA 94903

BMW CCA

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

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

BMW CCA mailing address:

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

MEMBER UPDATES

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

PRIVACY STATEMENT

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

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

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

PUBLISHING

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

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
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Inside front/back cover:				
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Back Cover:	\$775	\$737	\$698	\$620

Commercial Advertising:

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

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

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



Well, how embarrassing! I just looked at the column I wrote a year ago, and I saw that I had talked about how I wanted to put together a new chapter event based on Bimmerfest. But it hasn't happened—yet. While I only heard from two members who thought it was a good idea, I was still gung ho! I was fired up! This was going to happen, even if I had to do it all myself.

Sigh.

Looking back on the last year, I realize that life has somehow managed to get in the way. There was just so much that transpired throughout the year—I'm tired, and I realize that I just can't do it alone.

I need your help.

Our chapter has made good strides towards generating momentum for some sort of a car gathering like Bimmerfest, combined with our flourishing Cars 'n' Coffee get-togethers. So maybe now the idea of a local Bimmerfest is one you'd get behind; if so, send me an email and we can brainstorm!

In the meantime, the big news around here is that the **44th annual BMW CCA Oktoberfest** will be right here in Monterey in August 2013! (Check it out at www.bmwccaOfest.org.) It's a large undertaking for any region and its chapters, even with the National Office taking the lead on organizing the

event. We're going to need an abundance of volunteers to help with our chapter's participation—prior to the event and during Oktoberfest 2013.

You're going to want to attend this O'Fest, just to see what all the excitement is about! Me, I'm a semi-retired Oktoberfest junkie; having joined the BMW CCA in 1987, I went to my first Oktoberfest in 1989, and I've been to twenty in all. (See the list of past O'Fests at http://tiny.cc/OFests_past.) You never forget your first time: It was amazing, and overwhelming—and just so much fun that I was immediately hooked.

The Golden Gate Chapter last hosted Oktoberfest in 1993—in Sonoma—and I was one of the co-chairs. Believe me when I say that having an Oktoberfest this close to home is a special opportunity! This will only be the sixth time the event has been in California, so don't miss this chance to see what brings members back year after year—start planning now to attend O'Fest 2013.

More exciting news: Our January/February newsletter is going to be a bit different from our normal monthly offering. This issue will be a **membership guide**, providing detailed information on the vast array of events and services that our chapter offers its members. Think of it as your chapter handbook, or as a recruiting tool to get your friends to join—and add to your referral points for the membership drive (www.bmwcca.org/membershipdrive).

Finally, it's chapter election time! Please vote, even though there are no uncontested office positions. It helps us know that you're there standing behind us in our quest to make this the best chapter in the country! **GGC**



By Tammi Hull, Treasurer



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



CALENDAR OF EVENTS

» NOVEMBER

Nov 3 Top Driver Shootout **GG Chpt**
 Marina Municipal Airport, Marina Jeff Roberts
 ggcbmwcca.org autocross@ggcbmwcca.org

Nov 10-11 Thunderhill Driving School **GG Chpt**
 Thunderhill Raceway Park, Willows Kelly Collins
 ggcbmwcca.org TrackSchools@ggcbmwcca.org

Nov 13 Board Meeting **GG Chpt**
 Gau Poang, San Mateo Donna Seeley
 ggcbmwcca.org president@ggcbmwcca.org

Nov 17 Cars 'n' Coffee **GG Chpt**
 Starbucks, Santa Clara Eric Ries
 ggcbmwcca.org SocialDirector@ggcbmwcca.org

» DECEMBER

Dec 1 Solvang Motorcycle Museum Tour **GG Chpt**
 Solvang Motorcycle Museum, Solvang Dennis Harrold
 ggcbmwcca.org SLOAreaRep@ggcbmwcca.org

Dec 8 Cars 'n' Coffee **GG Chpt**
 Starbucks, Santa Clara Eric Ries
 ggcbmwcca.org SocialDirector@ggcbmwcca.org

Dec 20 Board Meeting **GG Chpt**
 Round Table Pizza, San Mateo Donna Seeley
 ggcbmwcca.org president@ggcbmwcca.org

» JANUARY 2013

Jan 5-6 Laguna Seca Driving School **GG Chpt**
 Mazda Raceway Laguna Seca, Salinas Kelly Collins
 ggcbmwcca.org TrackSchools@ggcbmwcca.org

Jan 26 Dyno Day **GG Chpt**
 Dietsch Werks, San Jose Ryan Rich
 ggcbmwcca.org TechSessions@ggcbmwcca.org

» AUGUST

Aug 16 Legends of the Autobahn* **CC Chpt**
 Rancho Cañada, Carmel Valley
 LegendsOfTheAutobahn.org

Aug 17-18 Festorics at Monterey Reunion Races* **GG Chpt**
 Mazda Raceway Laguna Seca, Salinas
 Festorics.org

Aug 19-24 BMW CCA Oktoberfest* **BMW CCA**
 Monterey Jackie Bechek
 bmwccafest.org jbechek@bmwcca.org

* Indicates a regional or national Club event



To add an event to the calendar, email your information to:

CommunicationsManager@ggcbmwcca.org

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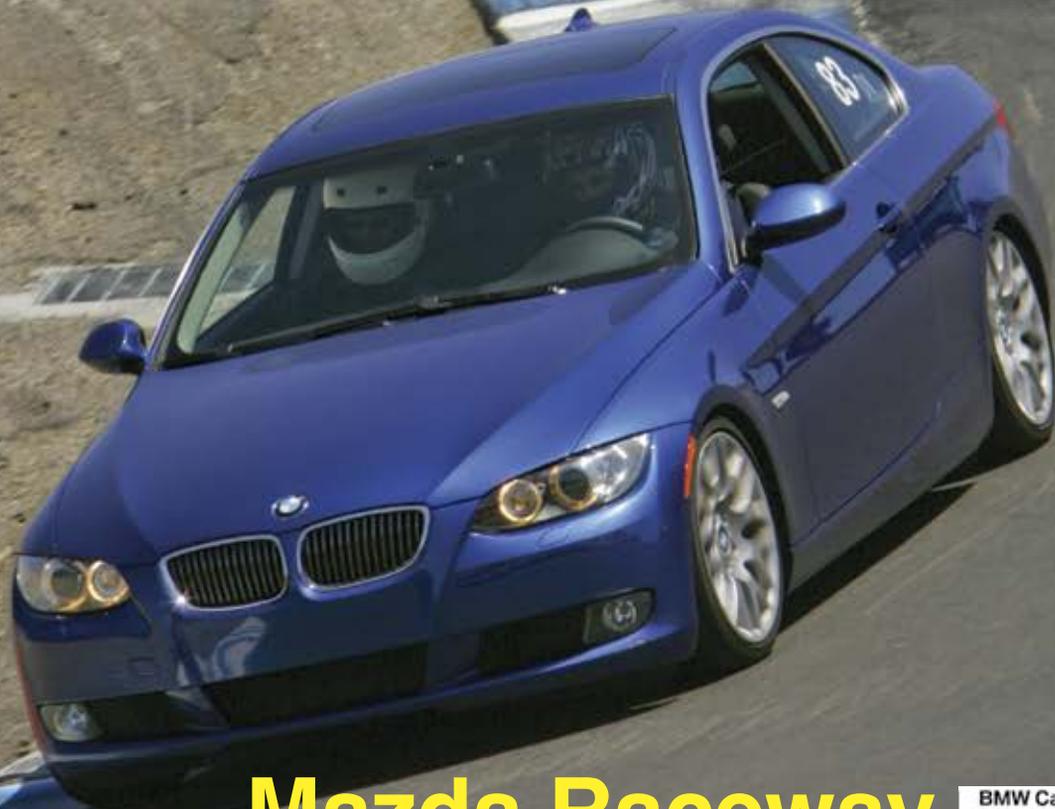
Break out of your daily-driving routine and try something new—a Golden Gate Chapter **high-performance driving school** emphasizing safety, learning, and fun!

All skill levels are welcome—it's great for first-timers and experienced drivers alike. Our dedicated team of experienced instructors will help you learn at a comfortable and enjoyable pace. Please visit the GGC website for all of the information you'll need to apply and prepare for this school.

Laguna Seca is located on Highway 68 midway between Salinas and Monterey, California.

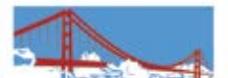
- Each student is assigned an instructor!
- This is not a racing school!
- Online application at MotorsportReg.com
- Single-and multi-event Lockton HPDE® Insurance policy available
- School price was yet to be determined at publication. Check the GGC website for the updated information.
- Registration closes 12/24/2012

GGCBMWCCA.org



**Mazda Raceway
Laguna Seca
January 5-6, 2013**

BMW Car Club
of America
Golden Gate Chapter





ANNOUNCEMENTS

SLO AREA REP NEEDED!

We need someone to step up to be the area representative for the San Luis Obispo region of our chapter. Dennis Harrold has done a great job of generating an active group in the southern-most region of our chapter for the last five years. However, he's moving on to other things in his life—and this budding BMW community is in need of new representative!

One of the largest chapters in the BMW CCA, the Golden Gate Chapter has most of its 4,200 members spread out over a 4,000 square-mile area. The position of area representative was created in order to provide local contacts and connections for our members. Each area representative helps develop a sense of community and foster camaraderie for the chapter members in their region.

What is involved with this position? The area rep assists members with questions, organizes social events for the area—at least one every six months—and provides feedback to the Board regarding member concerns or ideas. It's a great way to meet new people who have your same interest in BMWs—and in enjoying life.

If you are the least bit curious about this position and think it may be just the thing to tap into your bubbling creative juices, please contact Dennis Harrold at SLOAreaRep@ggcbmwcca.org or Ian Dunn at MembershipChair@ggcbmwcca.org to learn more!

BOARD MEETINGS

November 13, 7:00 p.m.

Gau Poang, 1208 South El Camino Real San Mateo

Donna Seeley: president@ggcbmwcca.org

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

Upcoming dates:

December 20, 7:00 p.m.

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

CARS 'N' COFFEE: SOUTH BAY

November 17, 9:00 a.m.–12:00 p.m.

Starbucks, 3551 Homestead Road, Santa Clara

Eric Ries: SocialDirector@ggcbmwcca.org

Please join your fellow BMW CCA members for some quality Cars 'n' Coffee time! Take in a leisurely morning with a warm morning beverage and some great conversations about BMWs—or whatever ever else happens to come up. The event is held at the Starbucks on Homestead and Lawrence Expressway—the Super Kyo-Po plaza—in Santa Clara.

Upcoming C'n'Cs:

December 8

SOLVANG MOTORCYCLE MUSEUM

December 1, 10:00 a.m.

Panera Bread, 540 E. Betteravia Road, Santa Maria

Dennis Harrold, SLOAreaRep@ggcbmwcca.org

Join us for a drive through the Santa Ynez Valley, and lunch at the River Grill in Solvang. Our final destination

is the Solvang Vintage Motorcycle Museum, where you'll see an outstanding collection of racing bikes.

LAGUNA SECA DRIVING SCHOOL!

January 5-6

Mazda Raceway Laguna Seca, Monterey

Kelly Collins, TrackSchools@ggcbmwcca.org

Come learn the art of high-performance driving at our Laguna Seca driving school! This is one of the more famous tracks in the world, and we're extremely fortunate to have it in our backyard. It's been awhile since we've been able to acquire a two-day school here, so don't delay in grabbing this opportunity!

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

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

Check the website for additional details—and register now before it fills up!

DYNO DAY

January 26, 2013, 10:00 a.m.-5:00 p.m.

Dietsch Werks, 521 Charcot Ave #251, San Jose

Bragging rights mean nothing if you don't have the proof! Put your car on the dyno and get a real measurement of how much power your car is putting down. Come join us at Dietsch Werks, located at Club Auto Sport in San Jose for a Dyno Day and Barbecue!

Dietsch Werks has just installed an in-ground all-wheel-drive SuperFlow Chassis Dyno. For \$85 you'll get three runs on the dyno, a video of your runs, and a barbecue lunch! If you want to bring a friend, it's only \$10—and they'll also get the barbecue!

If you want to come just to socialize, you're welcome to do that for free! Stop by and watch the show with fellow members. Please keep in mind that this event is for GGC BMW CCA members only.

Register now! <http://tiny.cc/DynoDay2013>

Register Dyno Day



MONTEREY CLASSIC CAR WEEKEND

August 16–18

Monterey

LEGENDS OF THE AUTOBAHN

August 16

Rancho Cañada, Carmel Valley

www.legendsoftheautobahn.org

The Legends Of The Autobahn concours began in 2009 as a stand-alone BMW event. It has blossomed into an all-German event during the annual Monterey sports-car

week with the Porsche, Mercedes-Benz, and Audi clubs joining the party.

Now going into its fifth year, Legends Of The Autobahn has become a local and regional sensation; in fact, the last two years, it's gained international recognition through North American debuts of the BMW 328 Hommage concept car and the Zagato Z4 Roadster. Let's hope the trend continues in 2013!

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

BMW CCA FESTORICS

August 19–21

Mazda Raceway Laguna Seca, Monterey

www.festorics.org

The legendary BMW CCA Festorics at the Monterey historic races—now called the Rolex Monterey Motorsports Reunion—is an annual event celebrating the mystique of BMW and our appreciation for the marque. The Festorics features a two-day parking corral with hospitality tents overlooking Laguna Seca's Turn Five during the vintage races.



FINALLY—OKTOBERFEST COMES TO MONTEREY!

August 19–24, 2013

Monterey

[BMW CCA, \[bmwccaofest.org\]\(http://BMWCCA.com/bmwccaofest.org\)](http://BMWCCA.com/bmwccaofest.org)

Keep this one open on your calendar! BMW CCA's traditional yearly get-together, BMW CCA Oktoberfest, is coming to our region! The last West Coast O'Fest was Pasadena in 2004; the last Bay Area Oktoberfest was 1993 in Sonoma. So you won't want to miss this rare chance to party with your BMW buds from across the country!

There are three absolutely mandatory items on a BMW gearhead's check list: Attend the Monterey historic-car week, drive Laguna Seca, and participate in Oktoberfest. How would you like to do them all in a span of one week?

Oktoberfest 2013 will kick off in Monterey immediately following the Rolex Monterey Motorsports Reunion races at Laguna Seca. Starting Monday, August 19, our host hotel will be the Hyatt Regency in Monterey—and the Oktoberfest driving-school track, of course, is the world-famous Mazda Raceway Laguna Seca.

But Oktoberfest 2013 is not just for track rats; we'll have something for everyone! Monterey is known for incredible scenery, the Monterey Bay Aquarium, Fisherman's Wharf, and the nearby wineries in Carmel Valley. Plan now to be a part of the ultimate BMW CCA event. Check out the website for more info and the promo video. (http://tiny.cc/Ofest2013_promo)

Watch promo video



GGC FACEBOOK PAGE/TWITTER

Thanks to everyone who "likes" the Golden Gate Chapter BMW CCA on Facebook! At this point, there are 1,280 of you—and the numbers keep growing! Our Facebook page can help you to stay up to date on the latest chapter happenings: news, social events, and driving events.

Not on board yet, but want to be? Find us at tinyurl.com/GGC-BMW-CCA-fan.

You can also follow us on Twitter @ggcbmwcca. We'll tweet the latest info from our various events and keep you posted on all things GGC!

CHAPTER MERCHANDISE

It's time to stock up on eco-friendly hoodies, shirts, and caps with the GGC logo to show everyone your chapter pride! Our two stores also have chapter stickers, mugs, mouse pads, license-plate frames, and bags. Don't forget to pick up the latest edition of the Cars Of GGC calendar, too! Visit our merchandise and apparel stores at www.cafepress.com/ggcbmwcca and www.ces.landsend.com/BMWCCA-GoldenGate. **GGC**

LETTER TO THE EDITOR

I enjoyed the article in the October *Die Flüsternde Bombe* covering the 2012 Legends of the Autobahn Concours.



However, I was disappointed that, among all the enjoyable descriptions of BMWs, important BMW people, and news, a significant event at the Concours was overlooked: A BMW won overall Best Of Show for the first time in the short history of the event. (A Pebble Beach Concours-level 1955 300SL Gullwing, with a spectacular claret metallic finish won in 2010, and a Mercedes-Benz 280SL took that honor in 2011.—ed.)

The car was our 1965 1800 TiSA, #193. Yes: A boxy, four-door family sedan beat out the high-zoot Porsches and Mercedes, and upheld Munich's honor. We were very excited to have the car recognized like that in this respectable venue.

This TiSA is a real time capsule. It was originally sold and raced up here in the Portland area until 1971, when the gearbox went out. It then sat in various garages for many years, with some of its important bits cannibalized for other race cars. Fortunately, one of the owners prior to us was able to get all those parts back together and preserve what was there. It finally came to us, and we embarked on a preservation restoration of the car. To have this level of originality is quite unique for an old race car.

The best-of-show honor is a real tribute to the work of Terry Forland of Racecraft in Seattle. Many thanks are due to him for the wonderful preservation and restoration work that he did on the car.

Next year, look for it at The Quail, where we hope to raise a few eyebrows with one of the more significant cars from BMW's history!

Thanks again for your interest, -Steve and Mary Walker

2013 GGC BOARD ELECTION

PRESIDENT POSITION: DONNA SEELEY

My name is Donna Seeley, and I am running for President of the Golden Gate Chapter. I am currently the GGC President, and a GGC instructor for Car Control Clinics and Driving Schools. If elected, my biggest priority for the chapter is still to get more members actively involved.

The members who do attend our events have a lot of fun; I want to see more of you out there with us!

VICE PRESIDENT POSITION: KELLY COLLINS

Hi GGC, it's me, again!

I'm your Communications Manager, current VP, and Driving School Program Manager.

I have a long history of volunteering with the various teams that keeps this large chapter running smoothly—so why stop now? I enjoy being a member of such a great club and hope to do my part as Vice President to keep it that way. Collins for VP in 2013!

TREASURER POSITION: TAMARA HULL

I recently cleaned out over 25 years of files and can't believe how many of them were about the chapter—from

my days as VP, Prez, Newsletter editor, event organizer (Yosemite!), O'Fest co-chair, and now treasurer, and my years on the national board. I did a lot of shredding! So please vote for me to be treasurer for another year so that I can replenish my files. Plus I said I'd be treasurer for life and I'm still alive, so I have to keep my commitment and your vote helps me do that. Thanks!

SECRETARY POSITION: JARED PETRIE

I've had a great year being your chapter secretary. I've learned a great deal about how the club operates and I am eager to serve again. Vote for me if you enjoyed reading the minutes! If elected, I promise to hide interesting trivia in the minutes, with rewards for clever readers*!

**Pending by-laws and board approval - JP*

MEMBERSHIP CHAIR POSITION: ERIC RIES

I've spent the last year as the Social Events Director for the club. In that time I've reenergized the social events and worked hard to make our club great. I'd like to take my same enthusiasm that I brought to social events and bring it to our Membership Chair position.

ONLINE VOTING IS QUICK AND EASY AT:

http://tiny.cc/GGC_2013_vote



VOTING DEADLINE IS DECEMBER 31, 2012.

GGC 2013 ELECTION BALLOT

President	Donna Seeley	
	<i>write-in candidate</i>	
Vice President	Kelly Collins	
	<i>write-in candidate</i>	
Secretary	Jared Petrie	
	<i>write-in candidate</i>	
Treasurer	Tamara Hull	
	<i>write-in candidate</i>	
Membership Chair	Eric Ries	
	<i>write-in candidate</i>	

Please show your support of the board by participating in our election for the 2013 board members! Your vote lets us know that you support the efforts of the chapter. You can either mail in your vote or vote online at the link above.

Make a clear mark next to your choice or write in a candidate's name and send this ballot to the address noted. Ballots without a member's name and membership number will not be counted. Associate members are eligible to vote.

NAME	
MEMBERSHIP NUMBER	
Mail to:	GGC BMW CCA 1608 W. Campbell Ave #254 Campbell, CA 95008

SANTA MARIA TECH SESSION

By Dennis Harrold

Techs Jesus Rodriguez (l) and Jenil Bernado (r) covered some points on modern BMW maintenance.



BMW of Santa Maria was our host for a September 15 Santa Maria tech session as ten GGC gearheads gathered for a reading from the Bavarian Gospel of Good Maintenance. Service manager Jerod Hurnblad and ace tech Jenil Bernado answered all of our questions in great detail. We refined our knowledge of some old favorites, and also discussed several new topics.

My plan was to discourage any discourse on the subject of oil and fluid changes, having discussed those in endless detail at previous sessions: cue the dead horse! But that cease-fire lasted for all of ten seconds; the very first question dealt with automatic-transmission fluid. However, it actually proved to be a fruitful topic, both in discovering new subtleties and deciding whether to change fluid or not. While BMW officially maintains the party line of “lifetime” fluid, there was a consensus that if you plan to keep a car well past 100,000 miles, it’s advisable to change the fluid every 50,000 miles, or every four years. If the car has around 80,000 miles on the odometer, it’s not too late for the first change; but if there are more miles than that, it’s best to leave the original fluid in place and take your chances.

The subject of 89-octane gasoline came up, since it is now acceptable in some BMW models. The unanimous

opinion of our BMW guides was that the added expense of premium is worth it, and may yield higher mpg—negating any increase in cost. When you do the math, the mileage the car achieves is a far greater factor than the additional cost of a higher-grade fuel.

There are a number of 335i’s among our Central Coast group, so there was interest in comparing the N55 single-turbo engine to the older twin-turbo N54. The jury is still out, but there are indications of less carbon buildup with the N55. The subject of fuel pumps for those engines also came up, as several of our group had dealt with the recall issue. It’s worth mentioning that when changing the fuel pump on any BMW, you’ll want to be sure to replace the fuel filter, too.

In general, there are fewer issues with newer cars, as most German manufacturers have recovered from the New Technology orgy at the Millennium. The original version of iDrive that came out in the E65 7 Series was singled out as the low point, but newer versions of the system get high marks in all BMW models. Innovations in iDrive for mapping functions, increased customization of car settings—suspension, engine, transmission, seat-heat distribution, ventilation distribution, etc.—and ever-expanding interactivity with smart phones show how BMW is adapting quickly with the changing landscape of technol-

Keep the ball rolling

We are in need of a new San Luis Obispo area contact, as I have decided to pursue other interests after five years in the position. It’s been great fun being a member of the volunteer corps of this chapter, and I’ve made some good friends along the way.

I see so much possibility for new activities for our region. Things are looking up for adding performance-driving events to our possible activities, as there is a new autocross facility in Santa Maria. Located at the municipal airport, it was built by Porsche A.G. for the worldwide introduction last Fall of the latest 911. Obviously, they couldn’t take it home with them, so we now have a first-class facility—which the airport is renting to local groups. The Porsche Owners Club has a large presence here, and has run several events open to all marques.

This is an excellent time for younger members to get involved as leaders to increase the presence of the Golden Gate Chapter here!—Dennis Harrold

Continued on page 13

NAPA VALLEY WINERY TOUR

By Paula Williamson, North Bay Area rep

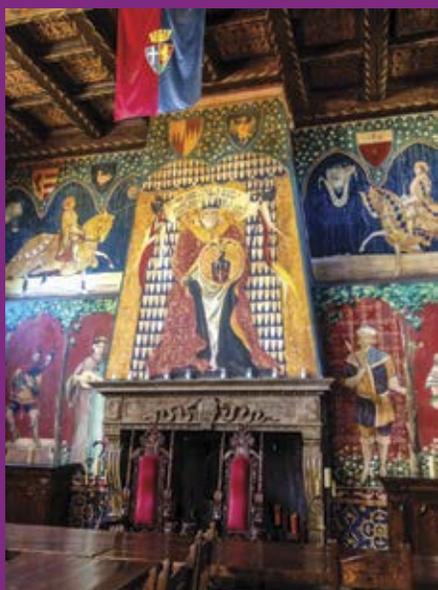
Photos by Cynthia Evans, Jared Petrie, and Cameron T. Silva

The Napa Valley Winery Tour brought out the owners of ten BMWs and a Mini Cooper S—and what a fantastic day we all had! Since the tour was limited to twenty people, it had sold out quickly. The group was a wonderful mix of new and old-familiar faces.

The day began with coffee in Sonoma at Starbucks. Then I hopped in my M3 and led the group on the first leg of the journey, with Donna Seeley in the Mini falling into the sweep-car position to keep an eye out for lost souls. After a quick trip over the mountain via Trinity Road, we arrived at Castello di Amorosa, where we were promptly greeted by our wonderful tour guide, John. He showed us around the hand-built architectural wonder known as The Castle. To build this stunning structure, the owner, Daryl Sattui, imported Italian craftsmen to replicate a genuine castle in true Italian style—complete with torture chamber! John did a great job of making us feel special with personalized attention—and he has a terrific personality to boot!

Once we finished the tour and had a chance to do a little tasting and shopping at the Castle, we hit the road again. Cameron Silva led this leg to our lunch in his lovely white 650i. At Maldonado Vineyards, a unique family-owned artisan winery, we were invited to dine in their private terraced area that overlooks spectacular Mount St. Helena. The beautifully decorated picnic area—complete with lovely table linens and fine glassware for our gathering—left us awestruck! The wine flowed; we were offered individual tastings from several of the winery's specialty blends. The kindness of the purveyors, Lidia and Hugo Maldonado, was truly over the top. Before we returned to our BMW caravan, we extended our heartfelt thanks to the Maldonados for their warmth and gracious hospitality.

While the luncheon was the official end to the day's activities, we decided the day was too good to be over yet, so we staged an after-party at Auberge du Soleil in the Rutherford area of Napa. Due to the fast-formed friendships



ogy. The initial pain of iDrive v.1 now seems a distant—and necessary—evil.

We also discussed the merits (and demerits) of the new turbo four-cylinder engine. While the new N20 four-banger makes better numbers than the naturally aspirated three-liter six-cylinder which preceded it in BMW's 28i models, the consensus of most of the group showed a preference for the six because of its smoothness. (That opinion may differ if the price of gas creeps more towards that in Europe!) On the other hand, since BMW of Santa Maria has been so great about working with our members on Dinan upgrades, a four-cylinder with some Dinan tweaks may be just the ticket for a sporty commuter!

Those who have driven models with the new engine noticed an increase in noise, which we were told has to do with the direct injection. The level of noise is far less obvious in the better-soundproofed sedans than it is in the Z4, by the way.

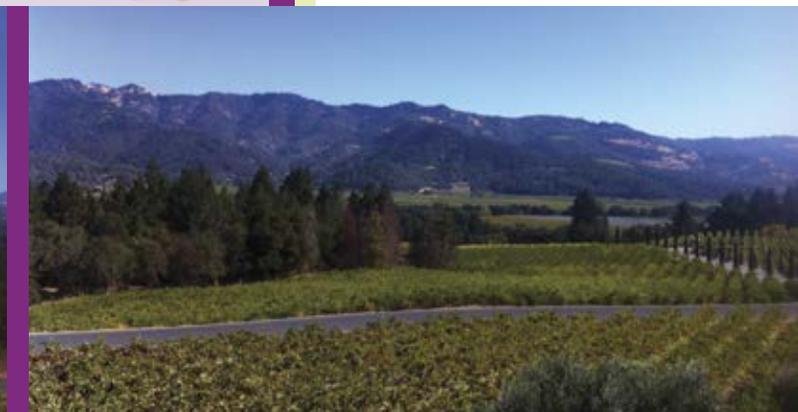
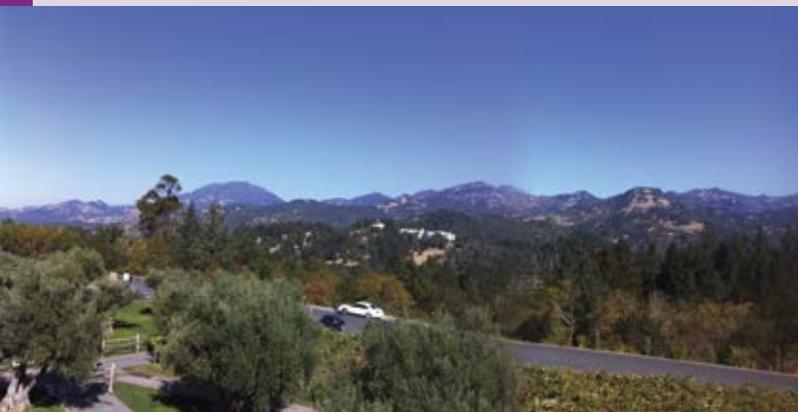
We appreciate the generosity of our hosts in giving us a Saturday afternoon of their time. These opportunities to learn more about the cars we're so passionate about give us a better understanding of the continuing evolution of automotive mobility! **GGC**



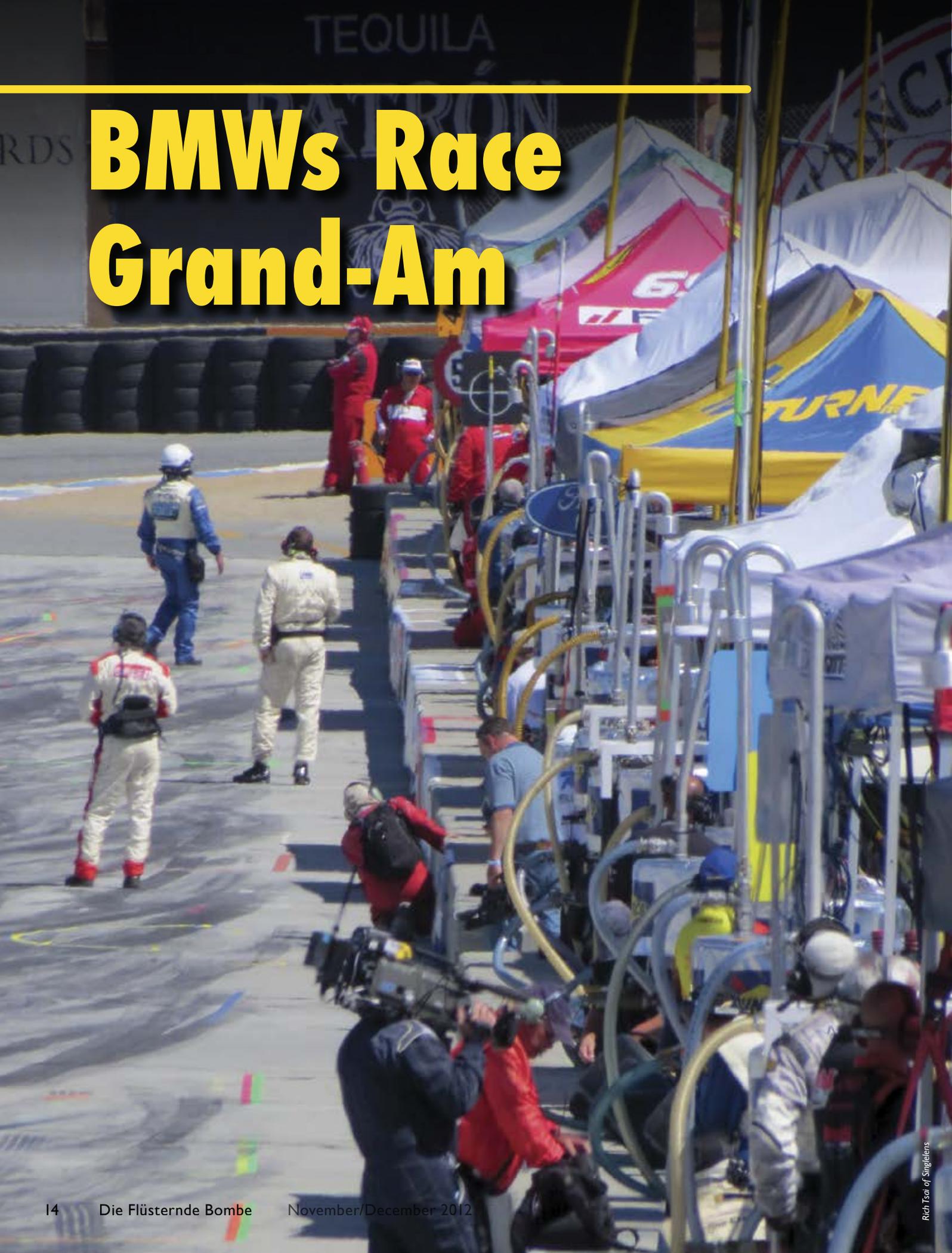
Ready to do it again?

I would like to take this opportunity to extend my sincere thanks to Cameron Silva for his help in organizing this fabulous tour. What a great way to round off this year's North Bay events for the chapter—two Napa Valley wineries down, over 450 to go!

Where shall we go next year—Sonoma Valley? Russian River? I'm open to suggestions! Please contact me at NorthAreaRep@ggcbmwcca.org.—
Paula Williamson



BMW's Race Grand-Am





By Aleksey Kadukin

Photos by the author and Rich Tsai of SingleLens.net (where noted)

The Continental Tire Sports Car Challenge has established itself as successful addition to the Rolex racing series under the Grand-Am Road Racing umbrella. This competition, formerly known as the Koni Challenge—essentially an outgrowth of the Trans-Am Series—mixes stock-based touring and sports cars on the track; as a result, the drivers are involved in fierce endurance battles. The racing is open to grassroots teams and club racers looking to step up the motorsports ladder; many famous teams have emerged from this series.

BMW has a comprehensive presence here. A stock BMW chassis serves as a great platform for a race car, as can be seen by the many teams who enlist them with great success. BMW M3s, 328i's, 128i's, and Minis are all represented in the GS and ST classes. These cars share the grid with potent competitors from Porsche, Chevrolet, Ford, Aston Martin, VW, Subaru, Nissan, Mazda, Honda, and Kia—a variety that exceeds most other touring-car series, and which promises tough and tight competition throughout the season.

BMW CCA members had an opportunity not only to park at our favorite spot at Turn Five at Laguna Seca to

watch the September race, but also to participate in two tech sessions before the race. BimmerWorld Racing and Turner Motorsport—both major suppliers of OEM and aftermarket parts to the BMW community—invited us for exclusive talks and Q&A sessions. Pat deWitt, Sacramento chapter's longtime corral organizer, masterfully scheduled both sessions, making sure that we had plenty of time to meet both teams and still catch the rest of the activities.

At the BimmerWorld Racing tent, team owner James Clay and drivers John Caspestro-Dubets, Dan Rogers, and Seth Thomas welcomed us. The team has been running three E90 328i sedans quite successfully in the ST class this year, claiming podium spots consistently. Clay and the team shared many details about car setup and race strategy in this strictly restricted class. People asked about the Grand-Am and ALMS merger happening in 2014; Clay takes a positive view, and has great hopes that the change provides a better outcome for touring racing. The BimmerWorld team is researching the new F30

The Bimmerworld team—(L to R) Seth Thomas, Dan Rogers, James Clay, and John Caspestro-Dubets—took time to talk with Club members.





Right: Dinan put their engineering prowess on display with their 1M in the vendor area and on track with three-time champion, the Telmex-Ganassi Racing team.

Below: Local star, Matt Bell took time out from his race prep with Stevenson Motorsports to talk with Club members.



328i sedan for next year, so expect to see a race car based on the new platform soon!

The next stop for the Club group was at the Turner Motorsport tent. This is a team known for assembling its driver pool from famous top-level BMW drivers—like Bill Auberlen—and running cars in multiple classes simultaneously. They enter two E92 M3s prepared for the GS-class race and one M3 tube-based prototype for the Grand-Am Rolex GT class.

Team owner Will Turner hosted the session, and explained the differences in detail between the GS M3 and the GT M3. To summarize: Continental Challenge GS cars are based on stock M3s; Rolex GT cars are silhouette racers, built on a tube frame and wrapped in a carbon-fiber body (very similar to DTM BMWs). Stock-based M3s dominated the GS class in past years, but the 2012 regulations applied heavy restrictions on a car's weight and power output. An astounding example: the 2012 cars have less horsepower than a stock M3, due to ridiculously small restrictors!

Racing relatively older cars doesn't help, either; the new 911 and Ferrari F458 have the advantage in many of their specs. But rules are rules, and team is compensating the technical disadvantages with a strong driver pool, enlisting superstars Bill Auberlen, Paul Dalla Lana, and Boris Said, paired with the growing talents Billy Johnson and Michael Marsal.

Turner is a bit cautious in making any predictions about the ALMS/Grand-Am merger. That's completely

understandable, since no one can foresee the potential conflict of interest between independents such as Turner Motorsport and the factory-supported teams like BMW RLL. However, Turner is very positive about BMW's future in U.S. sports-car racing; his affection for the brand has a long history, and he is planning to continue the representing the marque under any future rules.

Another stop found me at the Stevenson Motorsports pit; the team is home to our local star, Matt Bell, the oldest son of David and Bonnie Bell—famous among Golden Gate Chapter members for their regular hosting of the glamorous Summer BBQ extravaganza. Matt Bell started as Club racer, driving a retired Turner Motorsport E46 car, and evolved into a professional race driver several years ago. His interests cover a variety of series, from touring cars to NASCAR monsters; we're witnessing the rise of a future celebrity!

Racing is the Bell family's blood. Matt's younger brother, Tim, became a professional a few years ago; he drives a Chevrolet Camaro for a competing team, Mitchum Motorsports—in the same race group!

Dinan Engineering set up an eye-catching booth at Yamaha Marketplace. It was decorated with a menacing Dinan 1M, equipped with latest and greatest performance mods. The newest F10 M5 was parked nearby as well. As you know, Dinan has been quite successful preparing Riley-based Daytona Prototypes in the Grand-Am Rolex race series, helping the Chip Ganassi Racing Team sweep the overall Grand-Am championship for the last three years;



Rich Tsai of Singtelers

the 2012 championship was captured at Lime Rock shortly after the Laguna Seca race. Chris MacNaughton, sales representative from Dinan's Morgan Hill headquarters, gave me a tour of Dinan's current and upcoming products. MacNaughton shared the exciting news that Dinan is working on fully-adjustable coil-over suspension for E9x M3, and adjustable camber plates suitable for enthusiasts who use their daily drivers in weekend motorsports activities. This coil-over suspension will even work for cars equipped with the electronic-damping-control system.

The endurance race for the day included 60 cars, and was expected to be a messy affair from start to finish. That prediction came to fruition; yellow became the dominant flag color of the event, and the safety car appeared no fewer than eleven times during the two-hour-and-45-minute race. Many cars bore severe damage from impacts, but continued to fight as long as possible. I was impressed by the durability of the Camaros; some successfully ran with completely smashed front and rear ends—accidents that would have retired other cars.

The BMW teams led the GS class for a while. Our friends at Turner Motorsport demonstrated a legendary push to the victory; Bill Auberlen drove so wildly that the entire BMW Club corral held their breath each time he flew into Turn Five with insane speed

as he passed one to two competitors at the same time! He even waved a hand to the cheering BMW corral crowd a couple of times during these fly-bys!

The battle was so fierce that nobody could predict the trio who would claim the podium until the last turns of the last lap. The running position shifted several times per lap, and BMW teams had a constant presence in the top three spots during most of it. In GS, the Fall-Line Motorsport M3, driven by Mark Boden and Bryan Sellers, took second place, losing by 1.672 seconds to the Stevenson Motorsports Camaro, driven by Matt Bell and John Edwards. Bell had a stellar performance at his home track, and added one more victory to his rapidly developing career. BimmerWorld Racing team demonstrated solid performance, and car #81, driven by David Levine and Gregory Liefoghe, took third place in the ST class.

The Grand-Am/ALMS merger was the fresh news for the day, and brought a lot of unanswered questions and worries to the teams and car enthusiasts. However, the Continental Tire Challenge race at Laguna Seca was one of most spectacular event I've seen this year; I hope the races under a unified sanctioning body in 2014 will bring the same level of excitement for car enthusiasts—a promising, bright future for road racing in this country. **GGC**





WTCC AT SONOMA RACEWAY

By Aleksey Kadukin

The World Touring Car Championship (WTCC) started as an international spin-off of the European Touring Car Championship in 1987; it became a regular competition in 2005. The competition is sanctioned by the FIA (*Fédération Internationale de l'Automobile*), the organization behind top-tier motorsport events such as Formula 1 and the World Rally Championship. The WTCC serves as a marketing tool for auto manufacturers; the race cars are based on stock versions of popular sedans and hatchbacks, helping to promote production versions to the public worldwide. This season, spectators saw cars from BMW, Chevrolet, Ford, and SEAT; Honda and Lada will join for the full season next year, while Citroën will enter in 2014 with nine-time WRC champion Sebastian Loeb at the wheel.

WTCC started out at the European circuits, but quickly expanded to remote locations such as Macao, China, Japan, Brazil, and Morocco. However, the series had always been missing one of the biggest automotive markets in the world: the U.S. Marcello Lotti, the FIA WTCC general manager, started looking in our direction several years ago. He found an enthusiastic supporter in Steve Page, Sonoma Raceway's president. WTCC had been looking for a challenging circuit that resembles European-style tracks, and Sears Point—as the track was known to racing fans since its inception—fit that requirement perfectly. The raceway's premium location and proven infrastructure are

big advantages, too. So a deal was signed, and Sonoma became the first track to host a WTCC race in this country.

WTCC follows a racing format quite different from the U.S. touring-car championships we're used to seeing, like the Continental Tire Challenge. WTCC is all about short sprint races, while the Continental Tire Challenge more inclined toward endurance racing. A typical WTCC racing day includes two races of just thirty minutes each—that's only thirteen laps at Sonoma Raceway. Practice and qualification times are extremely limited, so drivers have to be ready to perform at 100% from the second the race starts.

The race energy is furious; car-to-car contact is allowed, as long as it doesn't lead to a major accident. The safety-car policy is extremely liberal; track shortcutting is allowed, if it isn't used to pass—otherwise, a driver is required to slow down and give up the gained place. Qualification plays a critical role, with an evil twist: The top-ten starting grid of Race One is reversed for Race Two. However, points are awarded for achieving each of the top five pole spots, in order to discourage drivers from aiming lower in qualifying. The first race has a rolling start, and the second race uses a standing start from the grid. Forget about repairs during the race; there's no time for pit stops!

WTCC cars are different, too. The FIA is famous for strict regulations promoting maximum uniformity between participants. However, WTCC rules are liberal about drivetrain type, front-wheel or rear-wheel drive, and



The WTCC race was precluded by a Q&A session with (left to right) Yvan Muller, Tom Coronel, and Tiago Monteiro



being open to all manufacturers. The rest is not as easy to follow; the current Super2000 regulations locks powerplant choice to 1.6-liter four-cylinder turbo engines only. No ABS or traction control is allowed. The car should be based on a four-door sedan or hatchback stock body, and many components are restricted to the stock parts bin. Take a look at the sidebar to see the difference between typical U.S. touring racer and WTCC car.

But don't let the simplicity of WTCC car fool you; a screaming small turbo engine and significant weight reduction makes for a potent combination, and provides open-wheel-formula-car experience in enclosed body form!

The current favorite is the factory Chevrolet team campaigning a Cruze-based race car; they'd taken several wins in a row. But 2012 is their last year; Chevrolet decided to leave the series on a high note. BMW does not have a factory WTCC team now, concentrating all their efforts on DTM instead. But several private teams are sporting E90-based sedans that resemble all the glory of previous years, when BMW factory cars were unbeatable.

The Sonoma event organizers were very supportive of the local clubs and opened up the grass-covered area at Turn Eleven for cooperative club parking. BMW CCA

WTCC attracts teams from around the world. I was especially glad to see Russian team Lukoil Racing, featuring international star Gabriele Tarquini and my compatriot and namesake Aleksei Dudukalo.



members had the biggest presence among the marques, with 40 cars parked side-by-side in multiple rows.

Turn Eleven is a great place to witness a tough competition; it's a U-turn after a long straight—lots of braking, lots of driver skill. But most of the day's activities were concentrated around Sonoma's main grandstand and pit lane. The WTCC race was precluded by a Q&A session featuring drivers Tom Coronel, Tiago Monteiro, and Yvan Muller. Coronel drives a BMW 320 TC for ROAL Motorsport (previously known as Ravaglia Motorsport), founded by legendary BMW driver Roberto Ravaglia and current owner Aldo Preo. Ravaglia won the first-ever World Touring Car Championship in 1987 driving the original E30 M3; his team has a long and successful history with the BMW marque and the WTCC.

The three drivers answered many great questions regarding the first U.S. race, and explained their strategies. Each of them gave high praise for Sonoma Raceway's layout, placing it in the top five among best racing circuits in the world. (Macau keeps the top spot, as its street-based circuit creates a unique set of challenges.) In the drivers' eyes, front-wheel-drive cars have an advantage during a rolling start, but rear-wheel-drive cars fare better from a standstill.

The session was immediately followed by pre-grid walk. Spectators were able to gather around the team pit-box areas to witness the cars' and drivers' last-minute preparations. WTCC rules allow tire warm-up before the race, so a majority of cars had been sitting on stands with their wheels wrapped by tire-warmers.

I had a chance to speak with one of the engineers on a BMW team. He told me that the BMW Group helps private customers with factory engineering support, spread equally among all BMW teams. He also cleared up the mystery behind the engine block they use for Super2000 BMW cars: When BMW upgraded the



The mystery regarding which engine block is used for the BMW 320 TC 1.6 liter four-cylinder turbo engine was solved by a question to a BMW race engineer.

E90 entry-level engine from 1.6 to 2.0 liters several years ago, it didn't meet the WTCC engine-size restrictions. The solution? Use an engine block from Mini! I don't remember another instance in modern racing cars of an originally transverse-mounted engine being adopted for longitudinal placement. But the full setup works well, since it's paired with an enormous turbo—310 horsepower! Unfortunately, the aged E90 platform could not truly compete with factory Chevis this year.

Both races provided a spectacular show, with the cars chasing each other bumper-to-bumper style most

Zengö Motorsport's Norbert Michelisz took a podium spot in both races.



Left: Local driver Darryl O'Young of Special Tuning Racing visits with Pat deWitt in the BMW CCA corral after the race. Since this race, he has moved to Bamboo Engineering team for the rest of the season.

Right: Tom Coronel from ROAL Motorsport brought his BMW to fifth-place in the second race after starting from the twentieth position!



Rear-Wheel Vs. Front-Wheel Drive Suspension Setup

of the time. Sonoma Raceway was an unfamiliar playground for most of drivers, but as Darryl O'Young, a WTCC driver and friend of Golden Gate and Sacramento Valley chapters' patriarchs, told me, "These guys are professionals. They figured out the track after couple of laps!"

Sonoma Raceway does not favor any particular drivetrain, so rear-drive BMWs had a chance for a good fight with front-drive Cruzes, Focuses, and Leons. The seemingly unbeatable Chevy team was not immune to malfunctions and mistakes. Despite enormous speed and on-a-rail handling of the Chevies, BMW driver Norbert Michelisz from Zengö Motorsport took the third spot on the podium after the first race and took second place in Race Two. Coronel demonstrated phenomenal driving, too, and was able to finish the second race in fifth—after starting from the twentieth position.

The Sonoma race was a major step for WTCC and U.S. racing fans. The series got a chance to present its best face to a new and very important market, and the fans got a chance to witness European-style motorsport in an exciting format featuring international motorsports heroes. Many of the BMW fans I talked to have been following the series for many years, and were thrilled to finally got a chance to meet drivers and teams in person.

The contract between WTCC and Sonoma Raceway is for three years. Let's make the best of it and encourage the series to make a permanent home on our shores! **GGC**



BMW 320 TC front suspension



BMW 320 TC rear suspension



Chevrolet Cruze 1.6T front suspension



Chevrolet Cruze 1.6T rear suspension



WTCC Car Vs. Typical U.S. Touring Racer



FIA WTCC 320 TC

Grand-Am Continental Tire Challenge ST class

	FIA WTCC 320 TC	Grand-Am Continental Tire Challenge ST class
Body	BMW 320si E90	BMW 328i E90
Engine	turbocharged 4-cylinder inline, longitudinally installed; distribution: two overhead camshafts, 16 valves; displacement: 1,598 cc; bore x stroke: 77 x 85.8 mm; compression ratio: 12.5:1; maximum output: 310 bhp @ 8500 rpm; maximum torque: 420 nm @ (data withheld) rpm; engine management: Cosworth Pectel MQ 12; lubrication: dry sump.	255 hp, 7,000 RPM, 2.5L Inline-6, Bosch Motorsport electronics, full Motec Data Acquisition
Transmission/ Driveline	gearbox: X-trac 6-speed, sequential shift; clutch: carbon-fiber single or double-plate; differential: mechanical limited-slip differential.	Getrag 6-speed transmission, custom Diffsonline differential
Suspension	front suspension: double-joint strut, coil springs, gas-filled dampers, anti-roll bar; rear suspension: five link axle, coil springs, gas-filled dampers, anti-roll bar; steering: power assisted rack-and-pinion.	two-way adjustable dampers with BimmerWorld, BMW Motorsport, and Hyperco racing components
Brakes	not-assisted dual circuit system; front brakes: 4-piston calipers, 332 mm steel ventilated discs; rear brakes: 2-piston calipers, 291 mm steel ventilated discs.	Custom Performance Friction stock-based system
Dimensions	length: 4,539 mm; width: 1,858 mm; wheelbase 2,763 mm; minimum weight: 1,160 kg including the driver.	Not available
Source	fiawtcc.com	bimmerworld.com

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called Nat an
obsessive
perfectionist.**

**He took it as a
compliment.**

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First	Last	City	Model	Year	Referred By	First	Last	City	Model	Year	Referred By
Pablo	Abuliak	Albion			Quenton Smith	Adnan	Kasenally	San Francisco	325i	2006	
Dennis	Acma	San Ramon			Thomas Tang	Sidra	Khan	San Francisco			
Scott	Adams	San Mateo				Maxim	Khutorenko	San Jose			
James	Aguas	Santa Clara				Rituraj	Kirti	Los Altos			
Ariel	Alvarez	Concord				Johann	Koenig	Mountain View			
Jonathan	Armstrong	Berkeley			Shawn Cheris	Michael	koller	discovery bay			
zan	aronowitz	san jose				Jose	Lagdameo	Foster City	328i (E90)	2007	
Ryan	Barber	Oakland				Patrick	Law	Cupertino			
David	Batterbee	Santa Cruz				Nick	Lawhon	San Francisco	325i	2006	
Dan	Bellone	Dublin	335i (E90)	2008		Thomas	Linn	Benicia	528i	2011	Quenton Smith
Joshua	Berger	San Leandro				Perry	Luo	San Francisco			
Justin	Berkenstock	Livermore	M3	2003		Kenneth	Ma	Sunnyvale			
Carlos	Boctor	Walnut Creek				Marcel	Marania	Richmond			
Martin	Brauns	Los Altos Hills				Katherine	Maslyn	Mountain View			Scott Goodson
Eugene	Buono	San Mateo				Robert	McDonald	San Francisco			
Cory	Caldwell	Lafayette			Ian Dunn	Cathy	McGuinness	Petaluma			
Donald	Chan	San Francisco			Gary Harper	Sterling	McLane	Pleasanton			
Eddy	Chu	Sunnyvale				Ross	Merrill	Salinas			
Cameron	Colyer	Hercules	635CSi	1986	Gregory Colyer	Jules	Mulholland	Fuchs Berkeley			
hugh	cornish	Portola Valley				Alan	Myers	San Jose			
Denise	Dang	Oakland				Dane	Oleson	San Francisco			
Joseph	DePalma	San Jose				Nate	Omen	Walnut Creek			
Nicole	DeVincenzo	Salinas				Houman	Omidifar	Sausalito			
David	Devlin	San Rafael				James	Orr	Menlo Park			Greg Trinks
Christina	Dhanaraj	Sunnyvale			Joshua Hutchins	Bill	Park	Santa Clara			
Inge	Doherty	San Carlos				Gavin	Payne	Pleasanton	M3	1997	
Ben	Fearnley	Cupertino			Michael Maysmith	Tammy	Penhollow	SAN CARLOS			
alex	flocas	burlingame				Saikiran	Perumala	San Francisco	328i	2008	
Dan	Florea	Saratoga				Kiet	Pham	San Jose			
Dominique	Formoso	Fremont				Ruth	Preucel	Berkeley			Paula Williamson
Teddy	Framhein	San Jose	135i	2009		Gina	Quinlan	Antioch			
Mark	Friedman	Sebastopol				Mark	Rathjen	Santa Cruz			
Rudolph	Galera	Alamo				Michael	Rossetto	San Francisco			Scott Coates
Michael	Gaulke	Atherton				Paramita	Roy	Walnut Creek	M5	2006	
Michael	Grimes	St. Helena				Ed	Scofield	Briones			
Stephen	Guo	San Francisco			Sinan Kabak	Samir	Seshadri	Saratoga			Ralph Conway
Jack	Hall	Arroyo Grande	530i(sport)	2003		Sushmita	Shrikanth	Sunnyvale			
Alexa	Hanson	Pleasanton				Gianluca	Signorelli	San Francisco			
Jon	Harader	Moraga				Som	Sikdar	San Jose			
Matthew	Harris	San Francisco				Dusty	Smith	Carmel			
Pam	Headley	San Jose				Melissa	Stein	San Francisco			
mike	hedlund	woodside				Kirill	Stoimenov	San Mateo			
Peter	Ho	Walnut Creek				Murray	Stokely	Mountain View	ActiveE	2011	
Jonathan	Houze	San Mateo				Tim	Straling	San Francisco	335i (E90)	2008	Karl Figenshu
Charlene	Iwata	Morgan Hill				Briggs	Subramaniam	San Francisco			
Chaitanya	Kadiyala	Milpitas				Des	Toups	Emeryville			
Srikanth	Kasa	Milpitas				Greg	Traeger	San Jose			
						Tommy	Tse	Fremont			
						Steve	Valencia	Sonoma	M3	1995	
						Swaminathan	Venkataraman	Milpitas			
						Daniel	Villanova	Vallejo			
						Andy	Volk	San Jose			
						Ed	Won	San Ramon			
						Christopher	Wong	El Sobrante			
						Seaare	Yemane	Oakland			John Fanucchi
						Shifeng	Yu	Saratoga			





By Jared Petrie
Secretary, GGC BMW CCA

September 18, 2012

Board members in attendance: Donna Seeley, President; Kelly Collins, Vice-President; Tamara Hull, Treasurer; Jared Petrie, Secretary; Ian Dunn, Membership Chair; Jeff Roberts, Member-At-Large

Board members not in attendance: Rodger Ball, Member-At-Large; Canyon Chan, Member-At-Large

Guests: Eric Ries, Social Director; Ryan Rich, Jack Yu, Mike Zampiceni

Meeting called to order at 7:13 p.m.

Next meeting scheduled for 7:00 p.m. October 16 at Gau Poang in San Mateo.

Secretary's report: Petrie

- August minutes approved via email
- No board candidate statements received yet.
- Current board members: please send Petrie your candidate statements

Driving events report: Hull

Autocross: Roberts

- Two more events left this season!
- Upcoming events on September 22, October 21, and Top Driver Shootout in November

Car-control clinic: Roberts

- October 20 event nearly sold out

Driving schools: Collins

- Thunderhill school has room for more students
- Friday will be instructor-training day
- Inconclusive poll results for scheduling a school in January at Laguna Seca

Club races: Hull

- Still no Club races in our area until O'Fest 2013.

Treasurer's report: Hull

- We have slightly more money!

Communications and

Vice-President's Report: Collins

- Need to finalize member options to receive the *Bombe* via electronic delivery

Membership report: Dunn

- 4,250 members and associate members
- Membership guide update
 - Need more articles and advertisers

Driving tours: Zampiceni

- Train-tour article
- Setting up a driving tour through the Santa Cruz mountains for late October

Social events: Ries

- October 14 House Family Winery tour has become Big Basin Vineyards tour; it will end in their tasting room..
- Sonoma Raceway is allowing the GGC to have a corral on the lawn at Turn 11 for the WTCC race September 21-23.

President's report: Seeley

- O'Fest discussions
- Ryan Rich appointed Technical Session Coordinator. Congrats, Ryan!

Meeting adjourned at 8:35 p.m. **GGC**

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EMPTY NESTERS

By the time this missive is in your hands, loyal reader, my long-suffering wife and I will be empty-nesters. No, our two-and-a-half-year-old son hasn't moved out to join the circus, attend college, or tackle some other worthy endeavor above and beyond his uncanny ability to knock down foam-block structures and roll toy cars around any solid surface he can reach. Rather, we are now bereft of any car built prior to 1995: Max the 1972 Bavaria and Chuck the 1981 528i have been sold.

Feelings around the Bush Compound are bittersweet, to be sure, but more of the latter than the former. It was time.

Chuck is going to a local friend, Mark Pedersen, a mechanically-minded chap who is going to continue the work I've started on the car. That includes not only the manual-transmission swap and later fuel injection, but also bodywork and paint. I'm pushing for little chrome bumpers to replace the aluminum battering rams. The suspension will be rebuilt, and Chuck will finally receive the upgraded wheel-and-tire package he deserves.

Mark previously owned an M10-powered 318i, and later an E30 325i, both of which he used to autocross. Somewhere in this timeline, he also had a BMW motorcycle and, later, other interesting cars like his 2008 VW Golf R32 and 2012 Subaru WRX STi. (We won't talk about the Chevy Monza in which he started his autocrossing career.)

The conversation regarding Chuck's purchase was typical. "I bought another BMW bike, one that actually runs," said Mark. "Now I have a working Beemer, so I obviously need a working Bimmer." A deal was struck for the car and all the parts, which frees up a ton of garage space. Remember, I had parted out another E12 5 Series, and all those parts were on the shelves.

Mark and his family live close to ours, so keeping tabs on the car will be easy. I'm sure I'll be visiting, and wrenching on, and drinking near Chuck in the future. Who knows? Maybe I'll even own Chuck again someday.

Max is being shipped back to California, by way of Denver, which is probably the best thing that could happen to him. (Even garage-dwelling old cars suffer in winter here.) The buyer is well known in the old BMW community; he's been around for years, and was co-owner of a large BMW recycler in southern California. He has had several E3 sedans, including an almost-perfect and rather correct 1973 3.0S, in addition to many 2002s. His other current passion is an E9 coupe he's owned for twenty years, which he remembers as a "painful restoration. I drove it year-round for a long time, and paid the price for it."

He is, as we like to say, afflicted.

Though he sold the 3.0S close to ten years ago, he's lately been hankering for another E3; he has told me that Max is exactly what he's been looking for. That can happen. He wants a car with some modifications, one he's not afraid to drive—and, more important, park—a car that falls in between the \$10,000 garage queen and the \$1,000 Craigslist rat. A car owned and loved and modified over the course of fifteen years by someone who cared, and knows enough about E3s to not screw one up.

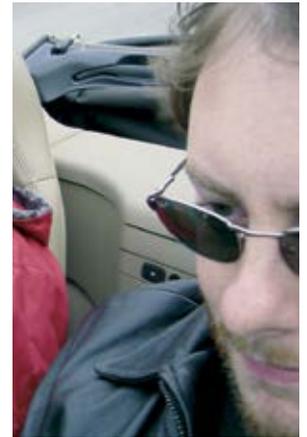
This gentleman has told me several times that he's going to have to work hard to not restore Max, a fact which will buck his track record. He's made strong promises to himself—and to his wife—that Max will remain a driver, preserved but not restored. I hope he succumbs to temptation; I think he will.

In the meantime, I'll get my garage back and have a warm place to keep both real cars for the winter. I also have plans for a mild refreshing of the walls and better lighting, in addition to scrubbing everything clean. Call it a rebirth, my own little Man Palace.

I moved to the Midwest with two medium-sized boxes of E3 parts. In the subsequent six years, I accumulated almost an entire E12 worth of parts, more E3 bits, and a small cache of E30 goodies. As mentioned, all the E12 stuff goes with Chuck. The extra E3 parts will be sold off, except, of course, for the rare stuff like the toolkits, a European gauge cluster with a new tachometer (with rare fog-light indicator), and other small fiddly interior bits.

I'll keep the E30 parts, because I will probably have another E30 at some point—and because I'm a pack rat. What can I tell you?

What's next? What happens with all this free garage space? How can the couple that had eleven cars at one point get by with only two? Stay tuned. **GGC**



By Jonathan Bush



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

Independent Service & Supply Discounts

2002 Haus	San Luis Obispo	805 541-2002	5% Parts
Alekshop	Fremont	925 609-4559	10% Labor/Free Tech Insp
Auto Analysts	Castro Valley	510 582-0201	10% Labor
Auto Concierge	Fremont	925 852-1962	10% off quoted full detail
Bavarian Enterprises	Sunnyvale	408 737-6100	Various Parts
Bavarian Motorsport	Milpitas	408 956-1662	10% Parts
Bavarian Professionals	Berkeley	510 524-6000	10% Labor
Bavarian Tuning	Santa Rosa	707 575-3757	10% Parts/Labor
Berkeley Motor Works	Albany	510 528-1214	10% Labor
Bimmers BMW Service	San Carlos	650 591-2474	Various
BMW Performance Driving School	Spartanburg, SC	BMWusa.com	15% off driving programs
BTM Motorwerks	Campbell	408 369-1911	5% Parts/Labor
Catalpa Street Garage	Santa Cruz	831 464-2269	10% Parts
Classic Euro-Asian	Oroville	530 534-6887	10% Parts
Corporate Auto Works	Mountain View	650 691-9477	10% Parts/Labor
Diablo Motors	San Ramon	925 830-4269	10% Parts/Labor
Dinan Engineering	Campbell	408 866-0606	10% Labor
Dinan Engineering	Mountain View	650 962-9401	10% Labor
Dinan Engineering	Morgan Hill	408 779-8584	10% Labor
Double 02 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, up to \$100
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 Performance	Campbell	408 370-7480	10% Labor/5% Parts
Rossi's Tire & Auto Service	Salinas	831 424-0011	Various
SAS German Auto	Pleasanton	925 846-4886	10% Parts
Schulba BMW Service	Belmont	650 592-7352	10% Parts orders
Sound Innovations	Hayward	510 471-9062	10% Parts
Track Star Racing	Mountain View	650 961-2350	10% Parts/Labor
Valley Motorwerks	Rancho Cordova	916 636-9526	10% Parts/Labor
Vanguard Motors	San Francisco	415 255-8450	10% Labor
West Bay Bavarian	San Rafael	415 457-0820	10% Parts/Labor/Dinan work

Dealership Discounts

BMW/Mini Concord	Concord	866 704-9479	10% Parts/15% Accessories
BMW of Fremont	Fremont	510 360-5900	10% Parts/ Labor/15% Accessories
BMW of Humboldt Bay	McKinleyville	707 839-4269	10% Parts
BMW of Monterey	Seaside	831 899-5555	10% Parts
BMW of Mountain View	Mountain View	650 943-1000	10% Parts
BMW of San Francisco	San Francisco	415 863-9000	10% Parts
East Bay BMW	Pleasanton	800 505-4801	10% Parts
German Motor Collision Ctr	San Francisco	415 551-2639	\$100 off repairs over \$1,000
Peter Pan BMW Parts/Svc	1625 Adrian Rd. Burlingame	650 204-7600	10% Parts
Roseville BMW	Roseville	916 782-9434	10% Parts
Sonnen BMW	San Rafael	415 482-2000	10% Parts
Stevens Creek BMW	Santa Clara	408 249-9070	10% Parts & Labor
Weatherford BMW	Berkeley	510 654-8280	Various

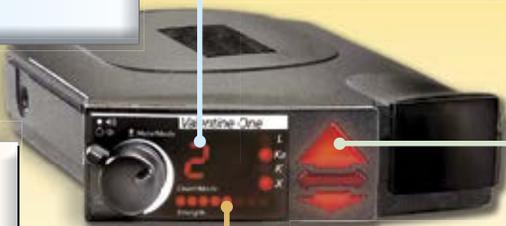
Trust...V1 earns it one ambush at a time

Bogey Counter

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

Radar Strength

More LEDs glow as radar strengthens.



Radar Locator

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



RECEIVED BY EMAIL

V1 sez:
"LONE RANGER ONCOMING."

Hello Mr. Valentine:

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

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

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

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

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

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

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

Mick D. (identity protected)
Tallahassee, FL



Mike Valentine
Radar Fanatic

RECEIVED BY EMAIL

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

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

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

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

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

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

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

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

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