



die flüsternde bombe

September 2012

This issue:

Lake Sonoma Tour
Summer BBQ Party
Tire Rack Street Survival



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VOLUME 41, No. 8

SEPTEMBER, 2012



On the cover

It's the E36 M3 LWT by a nose! The GGC Cars 'n' Coffee gatherings keep growing and gaining more popularity. Maybe it's time for you to check one out!

Photo: Eric Ries

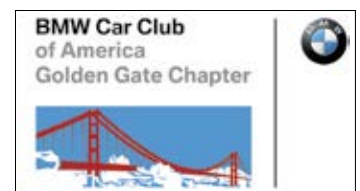
Your input is encouraged!
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Die Flüsternde Bombe:

"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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Chapter Mailing Address:

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 *Roundel* magazine and a newsletter from their local chapter; or from a chapter of their choice. The Golden Gate Chapter is one of the largest chapters in the BMW CCA with over 4,300 members.

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

BMW CCA mailing address:

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

MEMBER UPDATES

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

PRIVACY STATEMENT

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

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

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

PUBLISHING

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

MAGAZINE AD RATES PER MONTH:

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

Commercial Advertising:

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

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

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



Since I joined the Golden Gate Chapter, the scenic driving tours have become my favorite Club activities. On the recent drive, leading to our annual chapter barbeque in July, I met with about 30 other like-minded BMW CCA drivers in the hills near Woodside. After a short bit of socializing and checking out each others' rides, we embarked on a little *Freude am Fahren*.

To set the mood, I crank up some good top-down driving music in my 1999 M3 convertible. We set out for a jaunty drive to get our blood—and our Bimmers' oil—really pumping. With our guide leading the way, we make our way up the incline and into the fog along the Coast Range. We courteously share the roads with a few brave cyclists working hard to tackle the mountain.

The temperature drops as our cars climb, but I don't dare stop to put the top back up for fear of losing sight of the group. This is what I came for, after all!

The sound of our hard-working engines echoes off the mountainside as we keep our revs in the power band to get the most out of these juking roads. Once the road releases itself from the twists that sidestep the thick-trunked redwoods, the terrain flattens out and softens around us in our progression to the coast.

Eventually we reach the Pacific Coast Highway, and I revel at the beauty of the ocean. While the PCH has the best views of our tour, it is the least interesting road—mostly straight, with some slight elevation changes. However, the majestic sight of the waves' persistent propulsion to the sandy beaches just over the cliffs inspires a mental note to revisit here soon, with the intent to sit awhile and take in the Earth's bounteous gifts. We return to the rugged Coast

Range soon enough, and it's back to the twisting curves and adrenaline-pumping focus. This part of the tour takes us through some very interesting forest, where the thick fog condenses into water drops that momentarily cling to the needle tips of the redwoods before succumbing to gravity. Undeterred, I refuse to raise the roof, and whisk along fast enough that the "rain" doesn't hit me anyway!

Our tour winds down with a trek through the dry hills and eventually south to the warmer climes of Los Altos for the second half of the day at the GGC summer barbeque, hosted at the Bell residence. We switch off the ignitions of our Bavarian road-runners, and, rather like cross-country runners stretching after a competition, our BMWs break into the familiar chorus of their natural cool-down routines. The stillness of the quiet neighborhood is pierced by the rhythmic *tick... tick... tick* of the engines and brakes slowly cooling after intense exercise.

As we emerge from our cars to make our way to the chapter party, we can't help but chatter on about the drive, and the cars. Before we all head in, I take a look back for a last gaze at the lineup of cars, and marvel at what we have all just experienced together. Not to sound too much like a shill, but it truly was the joy of driving the ultimate driving machine! **GGC**




By Jared Petrie, Secretary

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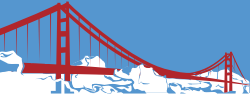
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CALENDAR OF EVENTS

» SEPTEMBER

Sep 7-9 BMW Corral: Sports Car Festival	SCRAMP
Mazda Raceway Laguna Seca	
ggcbmwcca.org	
Sep 8 Cars 'n' Coffee	GG Chpt
Starbucks, Santa Clara	Eric Ries
ggcbmwcca.org	SocialDirector@ggcbmwcca.org
Sep 15 Technical Session	GG Chpt
BMW of Santa Maria, Santa Maria	Dennis Harrold
ggcbmwcca.org	SLOAreaRep@ggcbmwcca.org
Sep 17-23 BMW CCA Oktoberfest*	BMW CCA
Mid-Ohio Sports Car Course, Columbus, OH	
bmwccaofest.org	
Sep 20 Board Meeting	GG Chpt
Round Table Pizza, San Mateo	Donna Seeley
ggcbmwcca.org	president@ggcbmwcca.org
Sep 21-23 FIA WTCC Corral	GG Chpt
Infineon Raceway, Sonoma	Donna Seeley
ggcbmwcca.org	president@ggcbmwcca.org
Sep 22 Autocross	GG Chpt
Marina Municipal Airport, Marina	Jeff Roberts
ggcbmwcca.org	autocross@ggcbmwcca.org
Sep 29 Mountains, Munchies, and Munich Machines tour	
GG Chpt Santa Cruz County	Mike Zampiceni
ggcbmwcca.org	tours@ggcbmwcca.org

» OCTOBER

Oct 7 Napa Valley Winery Tour	GG Chpt
Napa Valley	Paula Williamson
ggcbmwcca.org	NorthAreaRep@ggcbmwcca.org
Oct 13 Cars 'n' Coffee	GG Chpt
Starbucks, Santa Clara	Eric Ries
ggcbmwcca.org	SocialDirector@ggcbmwcca.org
Oct 14 Big Basin Vineyards tour and tasting	GG Chpt
Big Basin Vineyards, Saratogo	Kelly Collins
ggcbmwcca.org	CommMgr@ggcbmwcca.org
Oct 18 Board Meeting	GG Chpt
Round Table Pizza, San Mateo	Donna Seeley
ggcbmwcca.org	president@ggcbmwcca.org
Oct 20 Car-Control Clinic	GG Chpt
Marina Municipal Airport, Marina	Canyon Chan
ggcbmwcca.org	carcontrol@ggcbmwcca.org
Oct 21 Autocross	GG Chpt
Marina Municipal Airport, Marina	Jeff Roberts
ggcbmwcca.org	autocross@ggcbmwcca.org
Oct 28 North SLO County Tour	GG Chpt
San Luis Obispo	Dennis Harrold
ggcbmwcca.org	SLOAreaRep@ggcbmwcca.org

» NOVEMBER

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

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Online calendar



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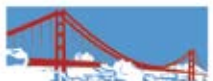
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BMW Car Club
of America
Golden Gate Chapter



Thunderhill Raceway

November 9-11, 2012



ANNOUNCEMENTS

BOARD MEETINGS

September 20, 7:00 p.m.

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

Donna Seeley: president@ggcbmwcca.org

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

MONTEREY SPORTS-CAR FESTIVAL: SUPER DEAL!

September 7–9

Cost \$60, online/telephone pre-purchase required

Mazda Raceway Laguna Seca, 1021 Monterey-Salinas Hwy, Salinas

Tickets: Sports
Car Corral



Mazda Raceway Laguna Seca will host the Continental Tire Sports-Car Festival, powered by Mazda, September 7–9, 2012. Now Dinan is sponsoring a \$60 BMW corral experience—including a three-day general admission and paddock ticket with open grandstand seating, a souvenir program, and exclusive premium parking with other BMWs! But that's not all: Continental Tires will be giving away a set of tires, and Grand-Am has arranged for the BMW corral attendees to meet with the Turner Motorsports, Chip Ganassi Racing—including driver Scott Pruett—and BimmerWorld Racing teams.

"This is a great opportunity for car clubs or individual car-owners to unite, and it's a great value," says Gill Campbell, CEO and general manager of Mazda Raceway Laguna Seca. "We've put together a package that any car enthusiast would enjoy, and we're thrilled to have so many fans enjoy the experience as part of the Continental Tire Sports-Car Festival."

The Continental Tire Sports-Car Festival features the Grand-Am Rolex Sports-Car Series, where fans will see high-performance Daytona Prototypes (DP) in this exciting sports-car racing series. Superstar drivers provide close racing in both DP and GT-class production-based sports cars—and of course BMW fans can cheer for Pruett's Target Team Ganassi car, powered by a Dinan-built BMW S62 V8 engine, along with the Turner Motorsports and BimmerWorld Racing production BMWs. (Want to hear 'em rev up that Dinan S62? www.tiny.cc/DinanS62_rev.)

Your three-day general admission and paddock with BMW Car Corral admission includes a Friday/Saturday/Sunday general-admission and paddock ticket with open grandstand seating, souvenir program voucher, and a car-coral pass for BMWs only, located in the Blue 3 parking area. Your vehicle will not be allowed into corral area unless it is a BMW. (Non-BMWs will be directed to the Purple 10 general parking area—no refunds.) Space is limited. Passengers in your vehicle only need to purchase General Admission tickets.

BMW corral tickets are only available at www.tiny.cc/BMW_sportscar_coral_tix or 800 327-7322.

CARS 'N' COFFEE: SOUTH BAY

September 8, 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 else happens to come up. The event is held at the Starbucks on Homestead and Lawrence Expressway in the Super Kyo-Po plaza.

Upcoming C'n'Cs:

October 13

November 17

December 8

TECH SESSION

September 15, 10:00 a.m.

BMW of Santa Maria, 2150 S. College Drive, Santa Maria

Dennis Harrold, SLOAreaRep@ggcbmwcca.org

BMW of Santa Maria has invited us to be their guest at a session where Jerod Hurnblad and his staff will fill us in on the latest information about BMW service. This dealership is also a Dinan dealer, so we'll learn about their latest offerings as well. After the session, there will be an optional driving tour north on Tepusquet Road.

GGC AUTOCROSS

September 22

Marina Municipal Airport, Marina

Autocross team: autocross@ggcbmwcca.org

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

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

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

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

Registration is only at MotorsportReg.com

Upcoming dates:

October 21 (Marina)

November 3 (Top Driver Shootout: Marina)

FIA WTCC CORRAL

September 21–23

Infineon Raceway, Sonoma

Donna Seeley: president@ggcbmwcca.org

Keep your calendar open for this weekend, because plans for a BMW CCA parking corral are in the works as the FIA World Touring Car Championship comes to American soil for the first time at Sonoma's Infineon Raceway. The WTCC, one of the four World Championships ruled by the Fédération

International de l'Automobile, features the best in touring-car racing with models such as BMW, Chevrolet, SEAT, and Volvo.

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

MOUNTAINS, MUNCHIES, AND MUNICH MACHINES

September 29, 9:00 a.m. - 2:00 p.m.

Mike Zampiceni, tours@ggcbmwcca.org

We'll be traversing roads in southern Santa Cruz County with a stop for lunch in Soquel. More details on the website.

NAPA VALLEY WINERY TOUR

October 7, 9:00 a.m. - 2:30 p.m.

Meet: Starbucks, 19239 Sonoma Hwy, Sonoma

Registration required, cost is \$57/person

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

Register: Napa
Wine Tour



Come join your fellow members on a guided tour of some of Napa Valley's finest facilities. We will be visiting two fantastic wineries: one very large with magnificent buildings and grounds, and one small family-owned boutique winery with much more personalized attention.

Our first stop will be at the Castello Di Amorosa winery, known locally as The Castle, where we will begin with a guided tour (approximately one hour in length), which will be followed by a wine-tasting session (approximately 45 minutes). You can check out their website at www.castellodiamorosa.com.

From Castello Di Amorosa, we will trek north up the valley to Maldonado Vineyards, a small family-owned winery where we will have picnic lunch on the grounds. Sodas, juice, and ice water will be provided with lunch (no outside wines, please). After lunch, we will be given a private tour of their facility—including a free tasting of their wonderful wines! The owners of this winery, Hugo and Lidia Maldonado, have

very generously offered to provide the tour and tasting free of charge! www.maldonadovineyards.com

Afterwards, we have an optional visit to the fabulous spa/resort Auberge Du Soleil to have a drink while enjoying their spectacular view of the valley. Everyone is invited to join us. Auberge has valet parking, and our BMWs will be welcome. Please bring a few dollars to tip the valets.

- Cost is \$57 per person, which includes the Castello Di Amorosa tour and tasting, lunch with beverages, and Motorsport Reg fees.
- Space is strictly limited to 20 people (no exceptions)
- This is an adults-only event; no children, please.
- Register at MSR: www.tiny.cc/GGC_Napa_Tour
- Registration closes at midnight Thursday, September 27

BIG BASIN VINEYARDS TOUR AND TASTING

October 14, 8:30 a.m. - 12:30 p.m.

Big Basin Vineyards, 14598 Big Basin Way, Saratoga

Kelly Collins, commmgr@ggcbmwcca.org

We will start the day with a spirited two-hour driving tour of some local back roads and finish our day at the Big Basin Vineyards tasting room in Saratoga Village. Weather permitting, we'll be swirling and sipping on their outdoor patio as we sample:

- Wirz Riesling
- Odeon Syrah/Cabernet Sauvignon
- Alfaro Pinot Noir

We'll gather at 8:30 a.m. for a driver meeting and depart promptly at 9:00 a.m.. The drive will end at the tasting room at 11:00 a.m. and we have the place until 12:30 p.m.. There are plenty of restaurants in Saratoga Village for any informal lunch gatherings after the tasting.

Cost is \$22 per person which covers your wine and tasting fees. Registration is required at http://tiny.cc/GGC_BigBasinTasting.

Register: Big
Basin Wine Tour



CAR-CONTROL CLINIC

October 20 (Marina)

Marina Municipal Airport, Marina

CCC Team: CarControl@ggcbmwcca.org

Car-control clinics are among our Club's greatest community services. Because of these courses, there are now many

AND THE NOMINEES ARE....

2013 GGC Board elections are coming up soon! You're part of what makes our chapter one of the best in the BMW CCA—so why not join the management team? Just nominate yourself for one of the board positions listed. A description of each position can be found on the website at ggcbmwcca.org>About GGC>Chapter Overview in the Operations Manual PDF.

Let's put your talent to work! Send your nomination and a short candidate statement to GGC Secretary Jared Petrie at secretary@ggcbmwcca.org, **no later than October 19, 2012**. Remember, you are the Golden Gate Chapter! We're nothing without our volunteers—but with them, we're the greatest chapter in the USA. Let's put new blood and fresh ideas on the board—and keep Golden Gate the best in the West!

- **President**
- **Vice President**
- **Secretary**
- **Treasurer**
- **Membership Chair**



Find the Ops
Manual here

better and safer drivers who share the road with you and me. Why don't you become one of them, too?

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

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

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

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

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

NORTH SLO COUNTY TOUR

October 28, 10:00 a.m.

Home Depot, 1551 Froom Ranch Rd., San Luis Obispo

Dennis Harrold, SLOAreaRep@ggcbmwcca.org

Join us for a spirited run through our North Woods, beginning on the coast and winding our way through Morro Bay and Cayucos to McPhee's Grill in Templeton for lunch.

THUNDERHILL DRIVING SCHOOL!

November 9–10

Thunderhill Raceway Park, Willows

Kelly Collins: TrackSchools@ggcbmwcca.org

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

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

Check the website for additional details.

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.

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! Visit our merchandise and apparel stores at www.cafepress.com/ggcbmwcca and www.ces.landsend.com/BMWCCA-GoldenGate. **GGC**

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called Nat an
obsessive
perfectionist.**

**He took it as a
compliment.**

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October 20, 8:00 a.m.-5:30 p.m.
Marina Municipal Airport, Marina

Don't miss the last school of the year!

*Registration
opens September 1!*



The Ultimate Driving Skills

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

Things to know:

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

What you get:

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

Car-Control Clinic

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





TIRE RACK STREET SURVIVAL SCHOOL



The Tire Rack Street Survival school is a safe-teen driving program designed to go beyond today's typical required driver's-education classes—and give teens across the U.S. the real driving tools and hands-on experience they need to become safer, more capable drivers. Trained, qualified driving instructors provide in-car guidance, as well as classroom experience, for each student.

This program, started by the BMW CCA and now run by the BMW CCA Foundation, is run by volunteers; BMW CCA chapters all across the country put on these schools, some as annual events. You can learn more about the program and find the schedule of upcoming schools at www.StreetSurvival.org.

The Central Cal Chapter will conduct a Street Survival school at the Fresno Fairgrounds on September 8. The Sierra Chapter has a school scheduled for October 6 at the Mt. Rose Ski Resort main lot. On October 20, the Los Angeles Chapter will conduct a school at the Camarillo Airport (south of Santa Barbara). Registration for these schools is open at the Street Survival website. (www.StreetSurvival.org)

By Canyon Chan

A Tire Rack Street Survival School, hosted by the Golden Gate Chapter and the San Francisco Recreation & Parks Department, was held on July 28 at Candlestick Park's parking lot. A generous donation from San Francisco's Recreation & Parks Department—waiving the normal rental fee—made it possible for us to use this centrally located facility.

Teen drivers arrived early in the morning, many with their parents along to see the show. No doubt most of these teens would rather have been doing something else—like sleeping in—than being dragged out to an empty parking lot by their parents. To compound their initial outlook, a separate youth football and cheerleading event was going on inside the stadium at the same time, which might have initially made some of our students a little envious.

After the students had checked in at the chapter's trailer, they met their instructors. Since safety is the main focus



of our teaching, the first order of the day was for students to perform a tech inspection on their cars, guided by the instructor corps. But unlike car-control clinics (CCC) or autocross events, for this class, students helped tech their own cars as an educational experience. Since tire pressures are so important—you know you should check them regularly, but how many of us really do?—the GGC gave each student a tire gauge—with the chapter logo on it, of course!

Students then split up into two groups that alternated between classroom sessions and driving the courses laid out in the parking lot with orange cones. Both the classroom content and the exercises progressed in difficulty throughout the day, and echoed potential real-world driving situations that motorists might encounter on the road.

Rain is a rather common hazard, so for some of the exercises, the pavement was wet down, simulating different traction conditions—and making the course more challenging. The chapter hired a gigantic water truck with sprayers to perform the water delivery. As the track

dried, instructors leading each exercise would call in the truck for another wet-down. Given the typical nice and sunny Bay Area weather we get in July, the water truck was quite busy!

We constantly teach the importance of the nine-and-three-o'clock hand position at these schools and in our CCCs. Along with providing the best position for steering the car easily, it avoids the underhand or overhand (or over-wrist) grip, so that if the airbag goes off, your own hand won't punch yourself in the face! To further reinforce this point, one of the highlights at lunchtime was an airbag demonstration. To demonstrate the speed and ferocity with which airbags deploy, an orange cone was placed on top of a surplus airbag, and we had everyone guess how high the cone would go when we set off the airbag. Well, the cone didn't quite reach the altitude of the flight path out of SFO, but it certainly surprised most of the attendees! So if you were thinking you could stop your hand from hitting you when the airbag goes off, I'd think again!



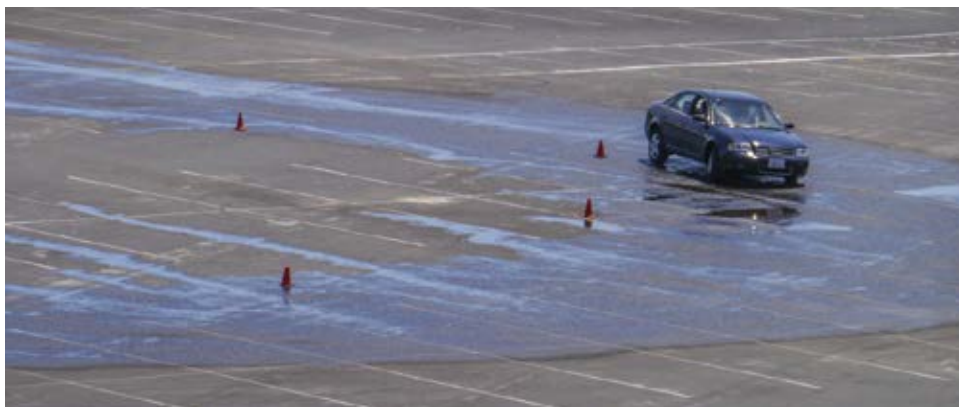
The afternoon sessions concluded with a “put it all together” exercise: All the individual exercises were linked together to make one long driving course. For their last runs, the students could take their parents along, and show them what they had learned during the day—and the parents were allowed to scream as loud as they wanted!

The best part about Street Survival schools is the immediate result. By the end of the day, everybody could see the improvement in the students’ driving skills, knowledge, and confidence. And I suspect that those who had felt some envy of the teens at that other Candlestick event were now smirking at how much more fun they’d had at the driving school. **GGC**



The airbag explosion demonstrates the speed and ferocity with which airbags





BMW Car Club of America Golden Gate Chapter



A big thanks goes out to all the instructors and volunteers who came out to help make this school happen! And of course we need to once again thank the San Francisco Recreation & Parks Department for waiving the normal costs of using the Candlestick parking lot and meeting room; thanks for making this school financially feasible!



GGC SUMMER BBQ PARTY!

Photos by Aleksey Kadukin



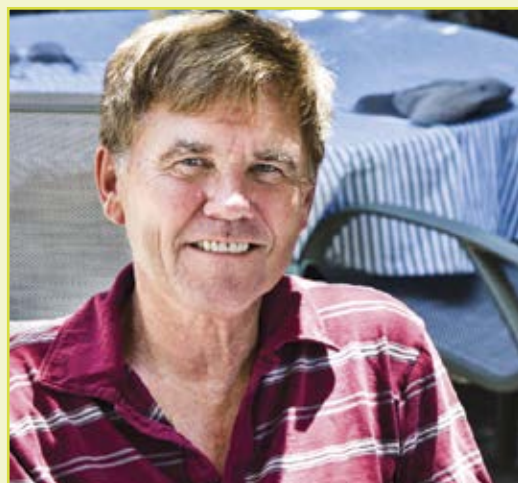


Here are your GGC board members at the party:

First row: Donna Seeley, president; Kelly Collins, vice president; Ian Dunn, membership chair;

Second row: Jared Petrie, secretary; Tammi Hull, treasurer









LAKE SONOMA TOUR

By Carole Hedstrom

Photos by Brad Hedstrom

The parking lot slowly filled with a beautiful collection of BMWs, representing a nice slice of product range, with M cars, a 1 Series, several 3 Series, a 5 Series, a Z4, and an E30 325i convertible—even a 3 Series Touring (wagon). It was like a family gathering for cars: some older, some younger, some flashy, some conservative, but all welcome and ready for a day of back-road touring from Fairfield to Lake Sonoma!

Fourteen of us prepped for the long day by filling our bellies with hearty breakfasts at Crêpes-'N'-More. This restaurant deserves a full review on its own, so keep it in mind if you are ever in Fairfield.

Eight cars headed out, led by trip-planner Paula Williamson in her red E46 M3. Our drive was slated for about 120 miles one-way from Fairfield to Lake Sonoma; it began as Paula guided us out of town toward Wooden Valley Road, a lovely twisty bit that set the tone for the day. We then turned up Monticello Road, accompanied by some weekend warriors trailing their boats and campers. We made the turn onto California Highway 128, then onto the Berryessa Knoxville Road, which brought us to our first stop at Lake Berryessa. There we got a spectacular view of this narrow man-made lake— 26 miles long, three miles wide. It was mirror-like!

Fellow *touristo* George McCuen had grown up in the area, and suggested a stop on our way to Pope Valley. Soon we arrived at Litto's Hubcap Ranch (6654 Pope Valley Road, Pope Valley). The site was decorated with hubcaps, bottles, and pull-tops by Emanuele "Litto" Damonte (1896–1985), a wine-country local who had amassed two thousand hubcaps for this display at his ranch. Considered one of California's exceptional 20th Century Folk Art environments, it is registered as a California historical landmark.





It was a quaint find for our car journey, and added a bit of spontaneity—always a big hit!

After that short detour, it was back into the town of Pope Valley for a quick stop at Pope Valley Repair & Towing. Aside from a nice collection of non-running vintage vehicles, we were going for a peek at the pet rattlesnakes in the back shop. Since the 1950s, the shop has rescued rattlesnakes from local homes and ranches.

Inspired by the rattlers, we hopped back in our cars for the best bit of spirited driving on the snaky roads up Howell Mountain: Howell Mountain Road and the Silverado Trail. There was no time for wine stops, but the wine-country scenery was gorgeous as we popped over the hill to discover the whole Napa Valley spread out below us. We made our way to Calistoga and toured through town, where we crossed paths with a group from the Mercedes Club who were making their way in the opposite direction.

From Calistoga we trekked along Highway 128

to Geyerville—again, no time for wine—which took us toward Lake Sonoma via Canyon Road. We made two stops at Lake Sonoma, one with a view of the dam and the other with a fabulous view of the reservoir. At the reservoir we were surprised by a new addition to the group, another E30 that had been trying to catch us all day!

By this time, our group was getting to know each other, and the socializing at stops began to take up our driving time. So what's the natural thing to do? We decided to make a beeline for our lunch destination, the Francis Ford Coppola Winery, which overlooks the picturesque Alexander Valley. As it is described by the director, this place is "a wine wonderland, a park of pleasure where people of all ages can enjoy the best things in life—food, wine, music, dancing, games, swimming, and performances of all types. A place to celebrate the love of life." We were ready for this treat—and thankful to finally sit down to talk and enjoy a glass of wine!

A bonus for our group was getting to see the fully refurbished 1948 Tucker sedan on display from the Coppola film





Tucker: A Man And His Dream. After looking around a bit, we garnered the biggest table in the restaurant, and the eighteen of us sat down for a late, well-deserved lunch. We all agreed that we'd had a great time driving most excellent cars, taking in some fabulous views, and soaking up the California sunshine.



Juanita-Ng Brisson

From start to finish, this car-filled day just got better and better for me as it progressed: BMWs, a hubcap ranch, odd pets, vintage autos, and new friends who like cars as much as I do! Sign me up for the next tour! **GGC**

What Drives You, Madame?

The fact that Paula Williamson was leading our tour in a gorgeous red M3 got me thinking. We had ten cars and fourteen drivers in total, three of whom were women, making our driver ratio 21% female, 79% male. Does this ring true for BMW in general? How about performance-car drivers or owners?

I think our nearly 80/20 split might be a bit high for BMWs, but true statistics are hard to come by for the casual, non-BMW insider. I did come across a Z4-owner survey of 63 roadfly.com members claiming that 84% of Z4s are owned by men. (http://tiny.cc/Roadfly_Z4_study)

While M3s constitute a large portion of our chapter car ownership, I found no good data on M3 drivers—but hey, Paula drives one, as do Board members Kelly Collins and Tammi Hull! However, the female BMW CCA member is a rare breed; a 2009 readership study shows that the Club is made up of 94.8% men and a meager 5.2% women. (<http://www.bmwcca.org/mediakit/roundel>)

What I surmised from looking around the Internet is that what women want from cars—and their general buying habits—may be different from what men want. Some of the anecdotal items are quite interesting, and even funny. For example, one study done in

Great Britain (<http://tiny.cc/DriverStudy>) surveyed male and female drivers and compared various items. They found that women are more likely than men to name their cars; VW drivers are most likely to have a gym bag in their trunk; and older women and those who drive BMWs are more likely to wear sexy lingerie.

I won't speculate on such statistics and the Golden Gate Chapter, but the fact that our Café Press merchandise site has a thong for sale with our logo stamped on the front could be an indicator! (http://tiny.cc/GGC_Thong)
—Carole Hedstrom





By Jared Petrie
Secretary, GGC BMW CCA

July 19, 2012

Board members in attendance: Donna Seeley, President; Tamara Hull, Treasurer; Jared Petrie, Secretary; Ian Dun, Membership Chair; Canyon Chan, Member-At-Large; Rodger Ball, Member-At-Large; Jeff Roberts, Member-At-Large.

Board members not in attendance: Kelly Collins, Vice President

Guests: Jeff Cowan, Pacific Region Vice President; Eric Ries, social-events coordinator; Hernan Pelassini, technical-session coordinator; Mike Zampiceni, driving-tours coordinator; Mark Mervich; Jen Shields; Kyle Grone.

Meeting called to order at 7:10 p.m.

Next meeting scheduled for 7:00 p.m. August 16 at Round Table Pizza in Laurelwood Shopping Center, San Mateo.

Secretary's report: Petrie

- ◇ June minutes approved via email
- ◇ 2013 board candidate call written for August *Bombe*

Driving-events report: Hull

- ◇ Autocross: Roberts
 - » Test-and-tune event was a success, with 38 attendees
 - » Candlestick Park parking-lot surface is improving
 - » July 29 autocross sold out
- ◇ Car-control clinic: Chan
 - » Tire Rack Street Survival school is coming up on July 28
 - » Next clinic in October at Marina airport
- ◇ Driving schools: Hull
 - » Thunderhill school scheduled for November
 - » Received call to book Laguna Seca for next year, details TBA.
 - » Potential Buttonwillow event next July
- ◇ No Club races this year

Treasurer's report: Hull

- ◇ We still have money!

Membership report: Dunn

- ◇ Current membership of full and associate members is 4,288, and holding strong
- ◇ Brainstorming on membership-retention strategies
- ◇ Membership guide will be released next year (Jan/Feb)

Social-events report: Ries

- ◇ Driving tours: Zampiceni
 - » Driving tour and chapter BBQ party a success with 61 attendees
 - » Santa Cruz County tour set for October
 - » Pinnacles drive on August 4
 - » Festories Back Roads To Big Sur drive on August 17
- ◇ Discussed potential social event at Golden Gate Fields
- ◇ Discussed potential vouchers/other *tchotchkes* for social events
- ◇ House Family Winery event replaced with Big Basin Vineyards

Tech-sessions report: Pelassini

- ◇ Tech talk by a mechanic for "Tools Of The Trade" or "DIY Basics"
- ◇ Potential detailing session
- ◇ Rescheduling dent-and-dyno event

Social media:

- ◇ Ball moves to grant board members admin rights to the GGC Facebook page so they can make posts to the page. Dunn and Collins (current GGC Facebook admins) to write restrictions. Roberts seconds motion.
- ◇ Motion carries, four votes to two.

President's report: Seeley

- ◇ Oktoberfest 2013 updates: Cowan
- ◇ In order to familiarize chapter reps with Oktoberfest procedures for next year, National is paying for one chapter member from each 2013 host chapter to attend Oktoberfest 2012 in Ohio.
- ◇ Collins selected as GGC representative

Meeting adjourned at 8:59 p.m. **GGC**



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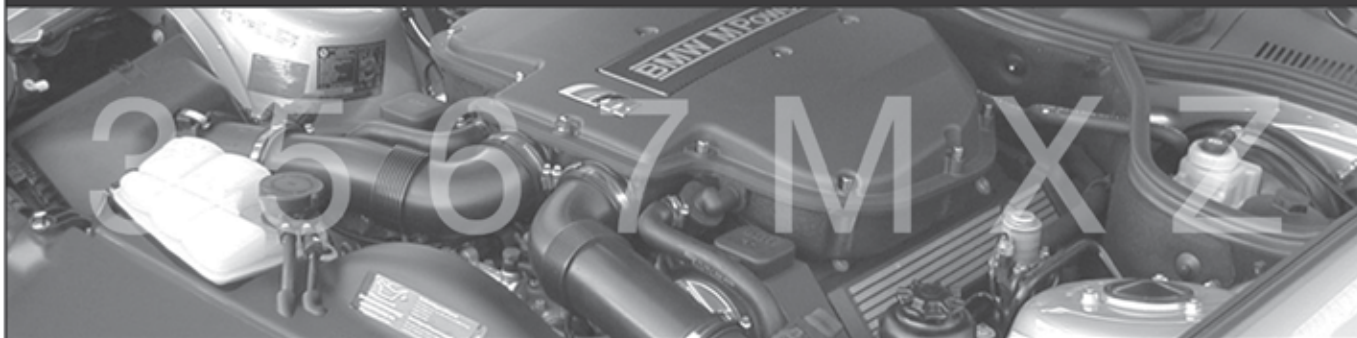


NEW MEMBERS

Welcome!

First	Last	City	Model	Year	Referred By	First	Last	City	Model	Year	Referred By
Ryan	Anderson	Oakland	325i	1991		Wing Chow	Lau	San Francisco			
Jaipal	Arora	San Jose				Jonas	Laucys	San Jose	M roadster	2000	Philip Cho
Chris	Aycock	San Francisco				Bruce	Maison	El Cerrito			
Bashar	Aziz	San Jose				Michael	McHugh	Belmont			
Jonathan	Bernbaum	San Francisco				Joseph	Merritt	Carmel			
Adam	Berry	Mountain View				Steven	Morgan	Pleasanton			
David	Bristow	San Jose	M3 Cabrio	2004		Sujay	Mukherjee	Milpitas			
Todd	Broussard	Paso Robles			Brandon Broussard	Gary	Nagaoka	Watsonville	330Ci	2002	
Theodore	Castro	Milpitas				Bryce	Nash	Burlingame			
Sidney	Chan	San Ramon				Karol	Noworyta	Redwood City			Juven Gallevo Lat
Winston	Cheuk	Santa Clara			Andrew Wong	Joseph	Ottati	Walnut Creek			Michael Ottati
Sai	Chimakurty	Santa Clara			Quenton Smith	Raffi	Oughourlian	San Rafael			
Casey	Ching	Cupertino				Edward	Page	Oakland			
Soham	Chowdhury	Santa Clara				Michalis	Potamias	San Francisco			
Nicky	Chronis	Los Altos				Matthew	Powers	Bolinas			
Deanna	Collis	Kensington				Vinay	Prasad	Santa Clara	M3 (E90) Competition Pkg	2011	
Greg	Copeland	Fremont				Lou	Reguero	Castro Valley			
Inrid	Cuffe	Pleasanton				Phillip	Richards	Pleasant Hill			
William	Diefenbach	San Francisco				Sabrina	Riley	Mountain View			
Marc	Digiovanni	San Jose				Ron	Rosenberg	Sausalito			
Alexander	Echeverri	San Jose				Ann Marie	Semeraro	Martinez			Sidney Chan
Garrett	Goff	San Francisco				Jonathan	Singh	Lafayette			
Neil	Griffith	San Francisco				John	Sorlie	Menlo Park			
Taylor	Griffith	Burlingame				Jonathan	Spitler	Monterey			
Terri	Hall	Half Moon Bay				Kenneth	Stehr	Walnut Creek			
Michael	Hermanto	Mountain View				Jerry	Stiles	Windsor			
Todd	Jaquez-Fissori	San Anselmo				James	Stone	Walnut Creek			
Satya	Kartawinata	San Jose				Laurence	Toney	Oakland			
Richard	Katzoff	Emeryville				Dale	Two Eagle	Concord			
Jerry	Kehoe	Santa Rosa				Sergio	Vaccari	San Francisco			
Hamid	Khan	Santa Rosa				Stamatios	Venios	San Francisco			
Brent	Knapp	Oakland				Yan	Yang	San Jose	X5 xDrive35i	2013	
Walter	Krohmer	Hollister				Nianlong	Yin	Pleasanton			

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FLEET ROULETTE

As some of you know by now, the current fleet of old cars—specifically the 1972 Bavaria and the 1981 528i—is on the block. I could name a hundred different reasons for this upset, ranging from storage space to maintenance needs to the relative intelligence of having two cars you can drive six months out of the year, but don't. However, at the end of the day, or the auction, I can boil it down to this: After fifteen years of M30-powered BMW sedans, I'm just kind of over it. I'm done. Great cars, absolutely love them to bits, will probably kick myself down the road. Still, that's it.

Actually, to some degree, storage space is a real issue. When I lived in California, I literally used the entire Bay Area as my parking lot: a Bavaria or two in San Rafael, an E30 and a 2002tii in Alameda, and a 1963 Impala and the 528i in Oakland.

Living in a townhouse in Minnesota, even one with a very large two-car garage, has its drawbacks. The two old cars sleep in the garage during the summer, while the two *real* cars live outside, collecting acidic bird droppings and tree sap. In the winter, one old car gets shuffled to offsite storage—either in Wisconsin, in trade for one good bottle of Single Malt, or just across town for \$50 a month—and the two real cars get circulated in and out of the one open garage space.

My goal is to sell the Bavaria and the 528i—and get one older car to play with, something modern enough to be a real car if necessary, but old enough to be interesting: a toy I can tinker with, but don't always have to. Something with a convertible top and chairs for four. Having one older car will make the winter months easier, because when that car is away for the season, I'll have two open garage spaces.

Despite proclaiming to anyone within earshot that my previous E30—a 1991 318is—was my last E30, part of me wants another 325i convertible. The first one I bought was a complete disaster, a \$500 rolling toilet with a broken timing belt and new life forms growing out of the carpet and in the trunk. But after a quickie head rebuild, a set of used comfort seats (flip-forward functions are for wussies, especially in a drop-top) and three gallons of Simple Green, it was a cheap cruiser. I think I put the top up twice in the time I owned it.

The next 325i convertible would not be so roach-tastic. I want a color that isn't white or beige; indeed, silver or gray with red leather would be lovely. I also want an earlier version with the aluminum diving-board bumpers, say 1987–1990, because it would eventually have to get little chrome European-market bumpers. Of course, I could just get a European-market car, if I could find one.

I've been scanning www.mobile.de, a classifieds website based in Germany (and owned by eBay) but catering to cars all around the Continent. According to our esteemed government, anything 25 years old and older can just come into the United States. Unlike California, we don't have emissions or safety inspections here in Minnesota. So, based on my understanding, you fill out the appropriate forms, pay the importation fees and duties, and drive off in your new whatever.

I'm probably over-simplifying, but the gerbil on the treadmill under my tin-foil helmet likes to think it will all just work out.

Oddly enough, the average price in Europe for a full convertible is roughly 30% or 40% higher than for a relatively rare Baur Cabriolet, one of those misfits of the E30 realm with a removable-roof center and a folding rear section. So the question is, given that the relative utility of the two is the same, and given the expense and hassle of shipping either one to the States, which would you rather have?

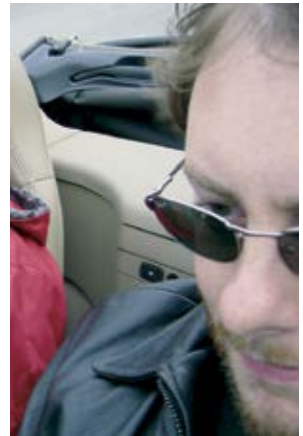
I've been toying with another idea, and that is to also flush the 1995 Mercedes-Benz E320 daily driver and replace it with an E320 Cabriolet. Incredibly expensive when new—Eighty Large for an E-class?!—the value has mostly bottomed out for decent daily drivers. Like all cars of a certain age, there are a few things to look for: rust, engine-wiring harnesses, electronic-throttle-control motors, and rust. The power tops mostly just work. It's one of the few four-seat convertibles that exhibits absolutely no cowl shake, even over large bumps—and even in cars with high miles.

The downside is no readily available manual transmission—and, well, they're not as much fun as a toy car should be.

There's also the gamble of learning a new daily driver. Rust aside, my E320 has been a great car. It does everything I want a daily driver to do, including starting, turning, and stopping at the appropriate times. I'm confident this will still be true come winter. The icing on the banana bread is that it still looks pretty good when cleaned up.

But if I had a car that took care of the convertible itch, and at the same time satisfied commuting duty, I could get a toy car that's really *stupid*.

The list of Really Stupid Cars is long. I'll have to sell some of the current fleet first. **GGC**



By Jonathan Bush



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925 682-3577

BMW OF FREMONT

5720 Cushing Parkway
Fremont, CA 94538
510 360-5900

BMW OF HUMBOLDT BAY

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

BMW OF MONTEREY

One Geary Plaza
Seaside, CA 93955
831 899-5555

BMW OF MOUNTAIN VIEW

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

BMW OF SAN FRANCISCO

1675 Howard St
San Francisco, CA 94103
415 863-9000

BMW OF SANTA MARIA

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

COAST BMW

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

EAST BAY BMW

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Pleasanton, CA 94566
800 505-4801

PETER PAN BMW

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San Mateo, CA 94403
650 349-9077

PRESTIGE BMW

2800 Corby Avenue
Santa Rosa, CA 95407
707 545-6602

SONNEN BMW

1599 E. Francisco Blvd
San Rafael, CA 94901
415 482-2000

STEVENS CREEK BMW

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

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Berkeley, CA 94710
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2002 Haus	San Luis Obispo	805 541-2002	5% Parts
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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
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Jam Engineering	Monterey	831 372-1787	Various Parts
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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 Performance	Campbell	408 370-7480	10% Labor/5% Parts
Rossi's Tire & Auto Service	Salinas	831 424-0011	Various
SAS German Auto	Pleasanton	925 846-4886	10% Parts
Schulba BMW Service	Belmont	650 592-7352	10% Parts orders
Sound Innovations	Hayward	510 471-9062	10% Parts
Track Star Racing	Mountain View	650 961-2350	10% Parts/Labor
Valley Motorwerks	Rancho Cordova	916 636-9526	10% Parts/Labor
Vanguard Motors	San Francisco	415 255-8450	10% Labor
West Bay Bavarian	San Rafael	415 457-0820	10% Parts/Labor/Dinan work

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BMW/Mini Concord	Concord	866 704-9479	10% Parts/15% Accessories
BMW of Fremont	Fremont	510 360-5900	10% Parts/ Labor/15% Accessories
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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

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.

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

V1 sez: "DON'T BELIEVE
IT'S JUST A TRAILER."

Hey Mike:

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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State College, PA

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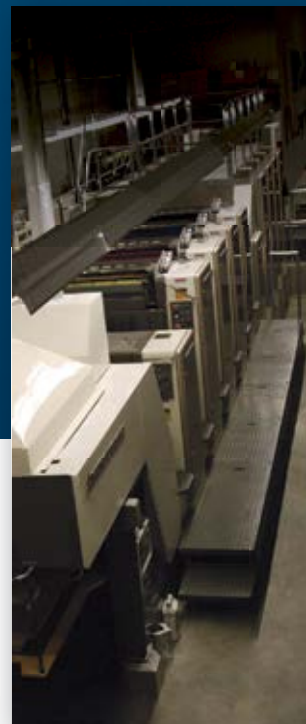


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