die flüsternde bombe

November/December 2011

This issue:

- Board Elections
- Lost Coast Tour
- SLO Driving Tours
- German Collision Center Open House

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On the cover

GGC members were treated to a tour of the German Collision Center facility, and a viewing of Henry Schmitt's sensational collection of race cars.

Photo: Aleksey Kadukin

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

1969-2011: Celebrating 42 years of BMW enthusiasm in the Golden Gate region.

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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.

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San Rafael, CA 94903

BMW CCA

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

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

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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.

Too much anticipation, in October, BMW unveiled their newest 3 Series, chassis code F30, in a four-door sedan body style in Munich. As the owner of a previous-generation 3 Series—an E92 M3 coupe —I was very curious about whether they could improve upon such a solid platform.

My first impression is of the styling: It's gorgeous! By incorporating lines from the latest 5 Series and Z4, the car takes on a hunkered-down, sinister look that should make any prospective buyer saying, "Audi who?" As with most BMWs of late, the car has grown in dimensions (sigh), but you have to give BMW props for managing to cut weight by 88 pounds.

The car arrives in U.S. showrooms in February. Shopping for the new Three will start by selecting a base package of Sport Line, Luxury Line, or Modern Line. Each package contains unique interior and exterior color customizations that I feel will allow much more individuality than ever before. For those interested in the Sport Line, there is an M Sport Package that gives the car an M-car look with unique front, side, and rear fascia. The package also lowers the suspension by ten millimeters and gives the driver an adjustable dampening switch akin to that in the current M3.

The interior remains driver-focused, and takes many styling elements from the new 6 Series. Depending on the model line you choose, there are unique steering wheels, trim, and seating surfaces; it really does take buyers a step closer to the BMW Individual buying experience—without the steep price tag typical of BMW Individual! Given how popular BMWs are the Bay Area, the last thing I want to see is an identical one when I pull into the parking lot at work.

My only complaint lies on interior of the Sport Line, which has a body-colored strip of trim that runs the length of the bottom of the dash; it looks like it belongs on a Subaru WRX.

But let's get to that middle name: *motor*. The biggest change in BMW's base-line 328i is swapping the tried-and-true three-liter inline six-cylinder engine (the N52) for a two-liter four-cylinder twin-scroll turbo engine. While the change may upset some BMW traditionalists, the 240 horsepower and 260 pound-feet of torque—delivering 0-60 in 5.9 seconds—may help swing them, especially when they recall that the legendary E36 M3 had 240 horsepower, too... but much less torque.

The hot-rod 335i retains its previous engine, the inline six-cylinder twin-scroll turbo engine (N55), but gets a mileage bump to 32 mpg thanks to the added features of Auto Start/Stop, a new eight-speed automatic transmission (optional), and an ECO PRO mode—a system that adjusts the throttle and transmission map and adds a cheerleader of sorts to spur you on to more Efficient Dynamics.

The next big 3 Series story from Munich is likely to be details on the M3 version, which I am anxiously awaiting! With weekly spy shots of a camouflaged F30 with fat wheel wells showing up, rumors are flying on the Internet forums. What will power the next M3? There are three common speculations: an inline six-cylinder turbo, a modified version of the M5's twin-turbo V8, or even a V6 tri-turbo.

By Ian Dunn, Membership Chair

While a V6 in a BMW might seem like blasphemy, let's not forget that Nissan used an inline six-cylinder turbo in their GTR for years, only to switch to a V6 turbo for their latest model. Since it's the second-fastest production car to 60—behind the Bugatti Veyron—at 2.9 seconds, I think I could forgive BMW for at least exploring a similar setup. GGC

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CALENDAR OF EVENTS

» NOVEMBER

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

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

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

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

» DECEMBER

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

The 2012 calendar will be chock full of great events!

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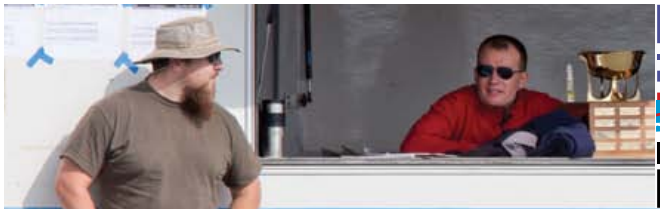
To add an event to the calendar, email your information to: CommunicationsManager@ggcbmwcca.org



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2012 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 Vice President, and a GGC instructor for Car Control Clinics and Driving Schools. Since I've previously been Membership Chair and Secretary, and Tammi won't let anyone else be Treasurer, I guess it's time to run for President!

If elected, my biggest priority for the chapter is to get more people 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! *Best regards,*
Donna Seeley

VICE PRESIDENT POSITION: KELLY COLLINS

Hi GGC, it's me, again!

I'm your Communications Manager, member-at-large, 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 2012! *Kelly Collins*

TREASURER POSITION: TAMARA HULL

Still just a glorified bookkeeper, and still willing to do it for life. *Tamara Hull*

MEMBERSHIP-CHAIR POSITION: IAN DUNN

For 2012, I would like to take on my 3rd term as Membership Chair for GGC. During this time, I plan to organize campaigns to reach out to new members, continue raising awareness of the club with local BMW dealers and explore ways to optimize our efforts to reactivate lapsed members.

Thanks,
Ian Dunn

SECRETARY POSITION: OPEN

If you would be able to help us out by filling in for this position on the board, it would be a great help to the chapter. Please write in your name and info in the blank field if you're interested, or contact the board. Fame and great fortune await you! Thank you!

VOTING DEADLINE IS DECEMBER 16, 2011.

ONLINE VOTING IS QUICK AND EASY AT: http://bit.ly/GGC_2012_vote

GGC 2012 ELECTION BALLOT

President	Donna Seeley	
	write-in candidate	
Vice President	Kelly Collins	
	write-in candidate	
Secretary		
	write-in candidate	
Treasurer	Tamara Hull	
	write-in candidate	
Membership Chair	Ian Dunn	
	write-in candidate	

Please show your support of the board by participating in our election for the 2012 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 http://bit.ly/GGC_2012_vote. All votes must be in by December 16, 2011.**

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

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ANNOUNCEMENTS

EMAIL BLAST SUBSCRIBE ISSUE

We recently had to restore our email subscriber list from a backup copy. If you unsubscribed in the past and are still receiving email, we apologize. To stop receiving email from us, visit this page and use the unsubscribe option at the bottom of the page: www.ggcbmwcca.org/?page=subscribe

LOOKING FOR SOCIAL EVENTS DIRECTOR

The Golden Gate Chapter is seeking a social-events director to plan and coordinate fun social activities for our chapter members. This position is key to helping the chapter retain members! The ideal candidate will produce events that appeal to a broad audience, creating new opportunities as well as continuing the tradition of our most popular events. If you are interested in volunteering, please send an email to board@ggcbmwcca.org.

CLUB RACE AT THUNDERHILL RACEWAY

November 5-6

Thunderhill Raceway Park, Willows

Tamara Hull, treasurer@ggcbmwcca.org

Come enjoy the thrill of watching wheel-to-wheel racing!

This event will be combined with our driving school, so you can show your support for our Club racers when not on track yourself.

TOP DRIVER SHOOTOUT

November 12, 8:00 a.m. –5:00 p.m.

Marina Municipal Airport, Marina

Rodger Ball and Jeff Roberts, autocross@ggcbmwcca.org

The Top Driver Shootout is an invitation-only event for drivers who have attended at least three autocross events in our 2011 season. The event is limited to 60 participants; if we cannot fill the event with drivers who qualify, we will invite non-qualifiers to participate. The Top Driver will be awarded the Fechner Cup. Come on out to watch the hot action around the cones!

NOVEMBER & DECEMBER BOARD MEETINGS

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

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

Saturday, December 17, 11:00 a.m.

Mimi's Café, 2208 Bridgepointe Parkway, Foster City

Donna Seeley, president@ggcbmwcca.org

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

GGC FACEBOOK PAGE

Thank you to everyone who "likes" the Golden Gate Chapter BMW CCA on Facebook! At this point, there are 1,048 of you—and the number keeps 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 www.tinyurl.com/GGC-BMW-CCA-fan.

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 cafepress.com/ggcbmwcca and http://ces.landsend.com/BMWCCA-GoldenGate.

BMW COLLECTABLES

Looking for some cool, historic BMW-related paraphernalia to fill out your collection? The BMW CCA Foundation's online store is filled with temptations for you. They now have over 230 different BMW brochures listed—both cars and motorcycles.

Be sure to check out all the other great items in the store. They are still offering free shipping within the U.S., and they're constantly adding new items to the store, so check the site out often! www.bmwccafoundationstore.com.

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GERMAN COLLISION CENTER OPEN HOUSE

By Aleksey Kadukin

Post-collision repairs have the possibility of being a major hassle for BMW owners. Most insurance companies are happy to send their customers to the nearest and cheapest collision shop to minimize the insurance company's payments. Unfortunately, not all body shops are able to do qualified work on modern or classic BMWs. Some shops' lack of equipment, skills, and unfamiliarity with a complex design of the car could create a major headache for a customer, and, in the worst case, the car could be dangerous to drive. Fortunately, BMW NA has established a network of factory-certified collision centers, ensuring that repairs are done according to tough standards required by BMW. The repaired car should deliver the same experience as a brand-new stablemate—the ultimate driving pleasure.

Golden Gate Chapter members had an opportunity to learn about BMW-certified collision-repair processes during an exclusive open house hosted by German Collision Center at San Francisco. German Collision Center is owned by the same Schmitt family that owns BMW of San Francisco; the center can handle repairs of virtually any make of modern or classic car, but they specialize in BMWs, since the shop is a member of the BMW-certified collision-center network.

Jeff Burton, manager of the center, personally guided a tour of the facility and answered the questions we had regarding BMW repair procedures. The tour started at a display they put together for our session; we had a chance to see brand-new models, including an M3 coupe with competition package and a Mini Clubman, and we were lucky enough to get to admire Henry Schmitt's private collection "up close and personal." Two cars that stood out were the absolutely stunning BMW 3.5CSL and E36 M3 PTG race cars.

All of Schmitt's race cars have been maintained at the center. While the cars have flawless paint with historically accurate Motorsport stripes and decals, they are not garage queens. You can see these cars participating at historic and Club races around the region. The center has a special room to work on such rare beauties; we had a chance to see the ongoing restoration of a wide-bodied 320i turbo and an E36 M3 Lightweight—these aren't cars you'd see at an average body shop!

BMW repair certification requires that the shop be equipped with the correct tools, and applies strict rules about personnel training. Modern BMWs are tough to work on, not only because of complex onboard electronics, but because of the materials used. We had a chance to see a training kit for E60 (the previous-generation 5 Series) repairs: It is an entire front-end frame that exposes all the different materials and connections. Part of it is steel, part is aluminum, and every connection is different, since steel and aluminum cannot be welded together. Only factory-trained professionals know how to deal with such a complex structure; this explains the significant number of damaged E60s that are totaled by insurance companies—the repair price can be very high, and most shops are simply unable to do it right. Yes, this is the price for technology advancements and handling characteristics unachievable by competing cars in the same market segment.

Since aluminum has a significant role in modern BMW design, the shop established a dedicated area called the Aluminum Repair Center. This part of the shop is equipped with proper tools to deal with any kind of aluminum parts, from fenders to suspension components and frame elements. Jeff emphasized the necessity of using brand-new OEM parts during repair procedures, since most aftermarket parts are made of different (cheaper) materials, and their quality is not comparable with the original parts. A car that gets steel aftermarket front fenders instead of original aluminum parts will have a different weight balance, for example, and using the wrong parts for the front frame elements could be deadly in a frontal collision. Such a repair would not be approved by BMW.

A certified center pays a lot of attention to details that could impact a car's drivability after repair. To make sure that the car has the correct alignment specs, they use a variety of equipment, from Celette frame equipment to

Car-O-Liner collision-repair systems and state-of-the-art laser alignment racks. Celette fixtures keep the car's body in perfect configuration during installation and repair, resulting in a shape that matches factory specs 100%. Car-O-Liner tools analyze the car's body straightness before and after repair. Then the alignment rack is the final stage for suspension adjustments before the car is returned to a customer.

Of course, the paint application requires a great deal of attention to make it right, too. Modern paints are acrylic-based, and the colors change after prolonged exposure to the sun and weather elements. So the shop's task is not only to match the paint to rest of the car, but to make sure the application follows correct procedures that will guarantee the quality of the work for many years. Jeff let us step inside one of the painting booths equipped with an infrared drying system. The infrared system is important because fresh paint needs to be fully dry before applying another paint layer or clear coat, and one way to guarantee the quality is to use a computer-controlled environment. According to Jeff, brand-new cars are allowed no more than two painting flaws per body panel when they come out of the factory, yet German Collision is trying to beat that and aim for perfection.

We had interesting conversation about the shop's ability to repair exotic colors such as the Frozen Gray or Frozen Black that were introduced for limited-production E92 M3s. These are matte color paints that requires very delicate treatment: Washing techniques are limited to hand-washing—and waxing is prohibited. Even a light buffing could add a glossy look to the surface (around edges especially). Jeff assured us that their center is capable of handling all of the requirements; they could return a car looking exactly as it came from the factory—and the owner should keep treating it with the same care!

Several questions were asked about repair procedures for carbon-fiber parts. Carbon fiber is a composite material that is very strong and light due its internal structural pattern. It's a very popular material in the racing world and among exotic-car manufacturers. It's very expensive as well—way more than steel or aluminum. But recent research is targeting carbon fiber for wide use in the near future—BMW's i Series bodies for example—that will decrease its cost eventually.

Some BMW models already use carbon-fiber elements—like the carbon-fiber roofs of the E92 M3 and E63 M6. That material can sustain a lot of force, but since it doesn't bend, it will crack with a strong impact. A cracked carbon-fiber part is currently not repairable and should be replaced. As the part is fiber, and not metal-based, it can't be welded; it is glued instead. The gluing procedure is quite important and should follow BMW regulations to guarantee the repair.

The several hours of the session flew by very fast, and every participant learned something new about BMW-certified collision-center practices. Even more important, we learned that BMW cares about the customer experience even after unfortunate accidents—enough so that they developed very strong rules and regulations about the repair process. GGC

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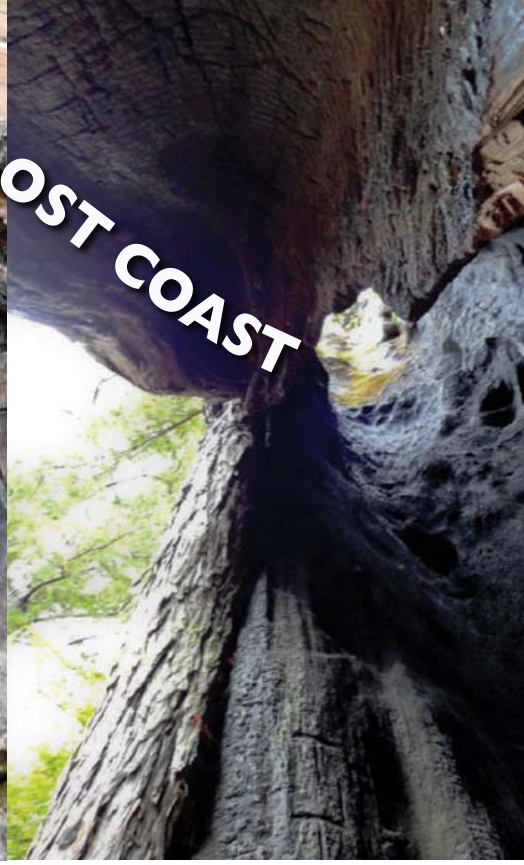
FINDING OUR WAY BACK TO THE LOST COAST



A wife's perspective of a chapter social drive.

By Charlotte Noon and Kevin Riant

Photos by Charlotte Noon and Paula Williamson

The Friday of Labor Day weekend 2006 changed my life forever. After a glass of wine too many, I answered an ad on Craigslist: "Lost Coast Adventure… Join me on a long motorbike ride. I'll have you back in time for your Labor Day BBQ." Like the risk-taker I am—or the fact that I'm "that girl"—I said yes.

The next day Kevin Riant showed up on my curb riding a 1985 BMW K100RS—like I had any idea what that meant—and off we went. We cruised up 101, turned left into the fog, and ended up in Shelter Cove.

Six months later I had a ring on my finger, and six months after that—Sept. 15, 2007—I said, "I do."

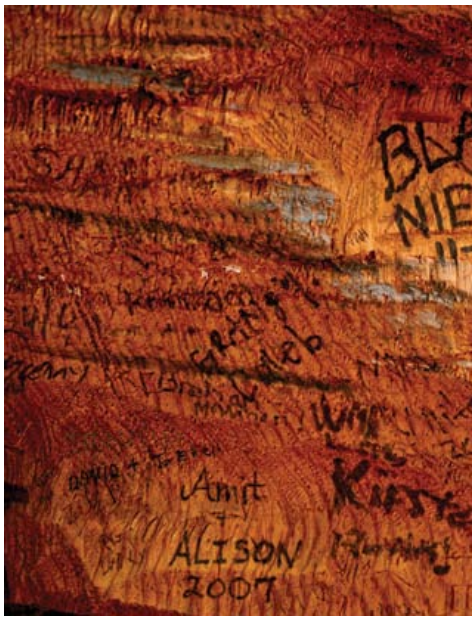
Three weeks ago, I was checking my email and I saw the GGC Lost Coast tour on the chapter email blast. I looked up and said, "Hey, Kevin—Lost Coast tour with the car club?" His instant response was, "Let's do it!" I immediately emailed Paula Williamson—the tour organizer—and made our reservation. This would be our first return to the place where it all began for us—and it was fitting that a BMW would once again be our chariot.

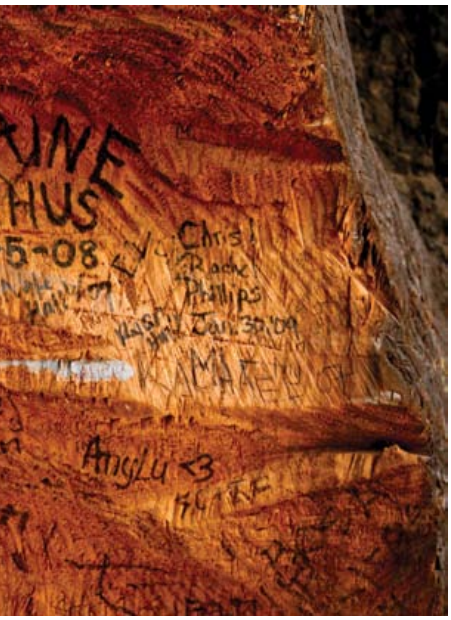
We chose to join the tour early Saturday morning, knowing we'd break off after lunch for a night alone… well, mostly. We did bring our two sons—Charlie, who is 2½, and Michael, who is just eight weeks old.

Rolling into the meeting point at Jensen's in Ukiah, we were greeted warmly by the group of exactly three chapter members; there had been some attrition due to late cancellations. Our family thus outnumbered the other drivers, and our E39 5 Series outweighed both their mounts as well. Originally we'd planned to make the drive in my E61 530xi Touring (wagon); however, it was in the shop recovering from a wildlife incident.

While we ordered breakfast, another couple showed up, bringing our merry caravan to four. The meal was that perfect truck-stop fare that will tide you over for a good long time in the driver's seat—which I never got to sit in during this trip.

After handing out the maps and discussing the plan, Paula led the troops out in her red E46 M3—an easy lead to spot. The two-year-old in the back seat chimed in, saying, "Paula drives a race car, and it





goes really fast!" Yes, it does, Charlie; yes, it does. Paula set a leisurely pace up the Redwood Highway, which brought back so many wonderful memories of our last tour of this stretch of 101, like, "What the hell were you thinking, jumping on the back of a motorcycle with some guy you didn't even know?!"

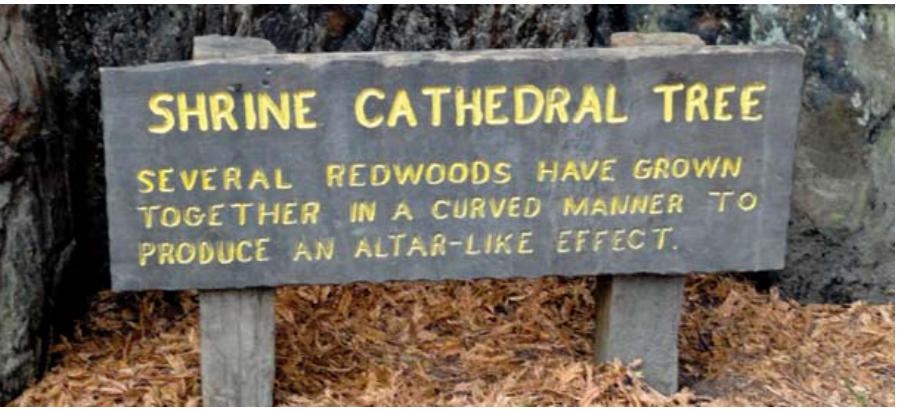
At one point a tricked-out Acura decided he wanted to join the club, but he was shunned. A bit less than two hours later, we made our first stop at a reminder of our nation's past—when roadside attractions once defined our highways—Shrine Drive-Thru Tree.

You don't know kitsch until you've driven through a 5,000-year-old redwood tree and then stopped to take photos of the graffiti inside the trunk. We certainly took our share of photos! Yeah, it's fun to be a tourist in your own back yard. At Shrine Drive-Thru Tree, we were joined by two Z3 roadsters and a gorgeous E21 320i. Now we had a full squadron of blue-and-white spinning propellers. Once we had taken the obligatory group shot, our augmented band headed for the twisties.

Our next stop was the Humboldt Redwoods Visitors Center, where I took some creative shots of the scenery and had a wonderful talk with Mike Mills about life, kids, and grandkids. Have you noticed yet that I'm just the girl who loves to drive her 530xi Touring, and lets her husband do all the "shop talk"? I prefer to skip the gear-ratio discussions and instead get to know the people I'm meeting. This car club accommodates us all!

Paula came out of the visitors' center and announced that Charlie had to see it. So Kevin took our son in to see the amazing array of stuffed versions of all the critters in the forest.

Once we packed everyone back into the Fiver, I realized we were the only ones left at the visitors' center. I guess that's what you get when you have to strap two kids into car seats! Off we zoomed to catch up with the group, only to find out that half of them had stopped at a fruit stand to enjoy blackberry popsicles. Later I asked Jeff where mine was, to be greeted with, "Do you know what melted blackberry would look like on my car seats?" My only thought at the time was, "Well, I have baby wipes to clean up any mess…."



Evidently we had blown past the popsicle stand in our effort to catch up with Paula, Rob Vincent, Nick Nikitaras, and Darya "Della" Generalova—the M3 group. Apparently they made it to the end of the Avenue Of The Giants in two seconds flat—they finally had the road to themselves, and they were going to enjoy it!

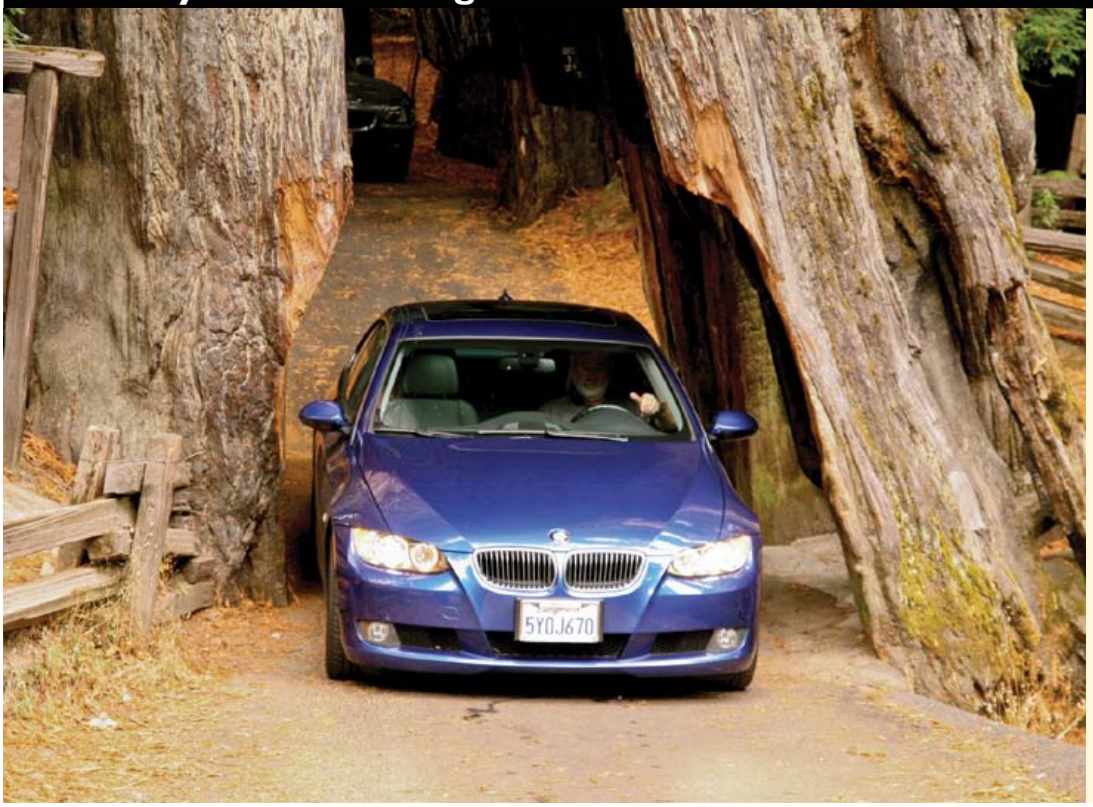
It was at this stop that Paula explained to me why BMWs are also called "E-something"—I thought they were all 3, 5, or 7 Series, with an M here and there. My husband explained the body-style number system to to me once, but obviously I tuned him out. I needed to hear the explanation from another woman.

Back on Highway 101, our pace eased again as we cruised to Eureka for the lunch stop at the Lost Coast Brewery. Kevin was ecstatic to try a new beer, then crestfallen when he saw the flight of all ten beers currently on tap laid out in front of a couple of our group—passengers. I thought I might actually get to drive, but Kevin bravely showed restraint with the selection of brews.

The restaurant was the end of the road for this tour, so we bid each other adieu and made our way to our various individual destinations. We had a blast—and I can't wait for the touring season to resume.

By the way, this was Michael's first long road trip and after twelve hours in and out of the car, we know our boys are rock stars. I'm grateful to Paula for organizing and leading us to new memories—in an old and fondly familiar place! GGC

Drive your car through a redwood tree or over a fallen redwood log!



The Shrine Drive Thru Tree has been attracting visitors for years. Located in Myers Flat, four miles south of the Humboldt Redwoods State Park Visitor Center, it's an easy stop right on the Avenue of the Giants—just look for the signs and the Gift Shop.

There is a minimal fee to drive through the tree.

Kids also like the two 2-story tree houses and the children's walk-through stump.

Shrine Drive-Thru Tree, and Drive-Over Tree:

Humboldt Redwoods State Park,13078 Avenue of the Giants, Myers Flat, CA 95554

Tree is open from dawn til dusk. Gift shop hours: summertime 9:00am - 6:00pm

THIRD ANNUAL JALAMA BEACH TOUR

By Dennis Harrold

A dozen of the BMW Faithful met on a Sunday morning at Panera Bread in Santa Maria for our third trip to Jalama Beach. The weather was nearly perfect: on the cool side, but clear. Nine of Munich's finest were shined up and ready for the trip. Barb and Rich Bacon were with us for the first time this year, and Jerry Zack drove down from Monterey to join the fun. Jerry Hsu brought along his friend Brea—who was visiting from out of the area—in his E46 330i sedan.

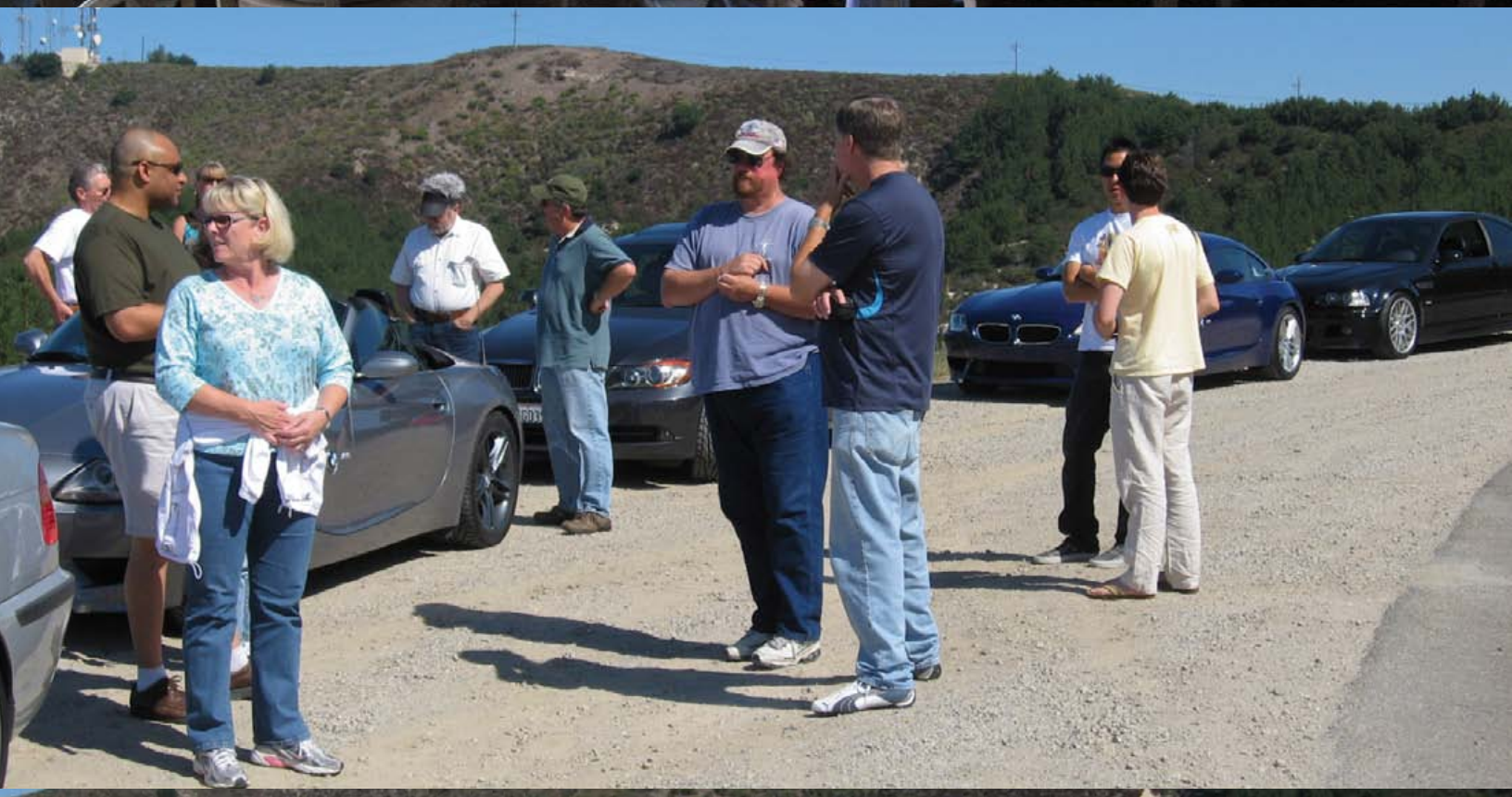
Our customary route takes us south from Santa Maria on Highway 135 to Harris Grade Road, a short but fun route over the hills from Santa Maria to Lompoc. The CHP does indeed lurk in this remote area—thank you for not asking how I know!—so be cautious if you follow this route. We made our customary stop at the turnout overlooking Lompoc and Vandenberg AFB; the view never fails to amaze me, and it's a great place for photos.

We proceeded south around Lompoc to Highway 1 and finally west on Jalama Beach Road. Once again we were blessed with no traffic, and enjoyed the many twists and turns offered by this road. It's rough in places—patched after each rainy season—but thankfully there were no loose chippings this year. Still, those with tender backs kept to the rear of the pack, choosing a more modest pace.

Arriving at Jalama Beach County Park, we received one-hour park passes for lunch at the legendary Jalama Burger Shack. We commandeered several adjoining tables so we could sit together. The staff churned our orders out pronto; while the menu is limited, every item I've tried has always been very good. Anyone counting calories will definitely want to set aside a Guilt-Free Day for a visit to the Burger Shack!

The trip back was less sporting, due to a very slow camper. It finally pulled over, however, and we continued at a more spirited pace. There was an option for a dessert stop in Solvang via Santa Rosa Road—another favorite driving trail of the locals. But someone noted that a large touring group from Japan was there for the weekend, so we chose to save that for another day.

For those of you who haven't been on one of our popular monthly drives, we hope you'll join us when your travels bring you to or through the Central Coast. Keep an eye out for the 2012 calendar, on which you'll see several new tour destinations—along with some old favorites! GGC



RETURN-TO-PARKFIELD TOUR

By Dennis Harrold

The GGC Central Coast group enjoyed one of our best days ever, on a sunny Saturday in October, with our Return To Parkfield tour. We started in Arroyo Grande with a walk through the weekly Donut Derelicts car gathering, filled our tanks at the V6 Grill, and spent a great day exploring new roads.

The star of the Donut Derelicts show was Club member Ping Tsao's beautiful black 3.0CS coupe—with M5 running gear from stem to stern. His was one of the first M5 conversions, and it is simply stunning! Unfortunately, Ping was unable to join us on the entire driving tour, but cruised with us to San Luis Obispo on our way north.

The nine remaining cars in our southern group headed up 101 for San Miguel, with Sam Burg leading the way on his BMW sidecar unit. With us for the first time was Jon Milder from Santa Maria in his black Z4 roadster. We had clear sailing, except for a few moments when it appeared that an unmarked CHP unit had joined our caravan. It was a false alarm, however. Even though our speed was legal, it does tend to raise one's pulse: What's he doing here?!

We arrived at the San Miguel mission and joined eight more members from the north, including Dave Bundy, who recruited his neighbors, Ken and Nancy, in their newly acquired 2000 Z3. The standout of that group was Paul DiMauro's sultry red E34 535i—a terrific example. There was a moment of panic when one of the group said he thought he'd seen an Internet mention that seemed to indicate that the V6 Grill—our lunch destination—was "closed permanently." Fortunately, a phone call confirmed that they were open for business and preparing for our visit.

The first leg of our ride was on the mesa east of San Miguel, where we had been checking out roads over the past year to find the optimal routes. We started on River Road; half an hour later, we ended up on Cross Canyon, back near San Miguel. From there we took Indian Canyon, and finally Vineyard Canyon for the final 30 minutes to Parkfield's V6 Grill.

We parked and chatted about the ride for a few minutes, and finally sat down to order. It took some time to prepare the food, but it was worth the wait. I opted for the chipotle steak salad, which I would not hesitate to order again. The sandwiches and burgers are excellent, and there are other salad options, plus chili and chicken-tortilla soup, which I want to try.

After lunch we began the second leg of the trip, Cholame Road to Highway 46, and then Highway 41 through Creston and Highway 229 back to Santa Margarita. Some of the group had other plans and split off where Cholame Road ends at Highway 46. I headed back to San Miguel via Vineyard Canyon Road to visit a friend there and enjoyed the drive, having missed the early going while I served as photographer for the day. GGC

Side Trippin'

If a side trip to Parkfield and a meal at the V6 Grill fits your schedule, it's a nice 35-minute drive from 101. If you have another 30 minutes to play, here are the details of the loop we took east of San Miguel:

From Mission Street, head east on River Road, which will turn south for two miles; left on Estrella for six miles to Hog Canyon; left on Van Doolen for two miles until it ends; right on Ranchita Canyon for 1.5 miles to Cross Canyon; left on Cross Canyon for 4.5 miles to Indian Canyon, then a hard right. From there you take Vineyard Canyon the rest of the way to Parkfield.

Some of the area roads are quite rough, and others are closed, so be careful if you decide to try any deviation from this route.—*Dennis Harrold*

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Golden Gate Chapter, BMW CCA Board Meeting Minutes

By Aleksey Kadukin
Secretary, GGC BMW CCA

September 15, 2011

Location: Round Table Pizza, San Mateo

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

Board members not in attendance: Tammi Hull (treasurer)

Other members in attendance: Jeff Cowan (Pacific Region VP), Mike Mills (past president), Jeff Roberts (autocross co-coordinator)

- Call to order at 7:15 p.m.

Driving-events report (Ball, Chan, Collins, Roberts, and Seeley):

- Autocross: Everything is well. September autocross is coming soon.
- CCC: Everything is well, too. October 15 clinic has sold out already!
- HPDE: 32 people have signed up for the Thunderhill two-day school in November. We have nineteen instructors so far.
- Trailer graphic wrap is having some issues that are not fixed yet.

Treasurer's report (Seeley):

- We have money.

Vice-president/communication-manager report (Collins):

- Newsletter is a full-color now and the first full-color issue has been distributed to the members!
- We have some issues with current advertisers, and we're not seeing new advertisers.
- Website: Mills is working on mockup of a new site for the chapter; he has established a new test site. Only a few board members have seen the new mock-up, however.
- Facebook: We have over 1,000 likes!
- Event videos: no update from last month's guest.

Social-events report (Seeley):

- No news from Mike Zampiceni.
- ALMS corral is in two days. We've sold 81 corral passes and 93 race tickets to date! (*Post-meeting update: It was a blast—one of the best ALMS races at Laguna Seca!—ak*)

Secretary/Tech-session report (Kadukin):

- No news from Detail Addict about proposed detailing tech session in October.
- Alekshop at Fremont would like to host a session about tires and superchargers. (*Post-meeting update: It is scheduled for October 29.*)

Membership-chair report (Dunn):

- We have 4,305 member as of today.
- Dunn proposes an approach to contact new members: We will evenly distribute responsibility across all board members.

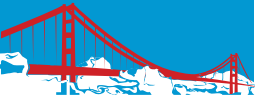
President's report (Seeley):

- No *News From National* report.
- No update from Pacific Region conference call, either.
- 2012 GGC Cars Calendar: We need your photo submissions!
- 2012 board elections: Call for submissions will be in September and October *Bombe*s. All current board members are planning to re-run for the positions.

Miscellaneous:

- Cowan discussed an idea about BMW CCA Oktoberfest 2013: What if O'Fest was at Laguna Seca during and after the Monterey Classic Car week and Festorics? Would GGC like to participate? Mills embarks on a 30-minute speech about past Oktoberfest experiences on the West Coast. Board decides to explore National website and learn what burdens the chapter would be required to handle.

Meeting adjourns at 8:37 p.m. GGC



Welcome!
NEW MEMBERS

Last	First	City	Refered By
Steve	Abreu	Dublin	Leland Fong
Dean	Allen	Pacific Grove	
Ed	Ardales	San Ramon	
David	Bai	Foster City	
David	Baine	Cotati	Debbie Warner
Edward	Ballard	Crockett	
Eric	Bauer	Seaside	
John	Bennett	Los Gatos	
Daniel	Boot	Oakland	
Martin	Bose	San Leandro	
Leah	Bowers	San Jose	
Robert	Brindle	Belmont	Ethan Wilson
Steve	Brody	Los Gatos	
Andria	Burdette	San Jose	
Pablo	Carballedo	San Bruno	
Guillermo	Castillo	San Francisco	
Paul	Chavez	Royal Oaks	
David	Chow	Berkeley	
Taehyun	Chung	San Francisco	
Eugene	Chupkin	Daly City	
Mikkel	Clark	Novato	
Ross	Clark	Vallejo	Craig Williams
Duncan	Clarke	San Jose	Martin Hochman
Tony	Cometto	Hydesville	Jeff Beyer
Charles	Compton	Portola Valley	
Charles	Cook	Daly City	
David	Cousins	Campbell	
Benjamin	Crawford	San Rafael	
Mihai	Damian	Campbell	
Gopa	Dasari	Danville	
Giovanni	De La Renta	Novato	
Christian	Deonier	San Mateo	
Artin	Der Minassians	Oakland	
Robert	Dooley	Seaside	
James	Edison	Alameda	
John	Erickson	San Francisco	
Christopher	Espiritu	South San Francisco	
F	Fuller	Oakland	William B Keller
Daniel	Galvin	Napa	
Jay	Ganaden	Oakland	
Matthew	Garrett	Oakland	
Bedros	Gaule	San Mateo	
Vladimir	Glavtchev	Milpitas	
Mark	Goldenberg	Santa Clara	
Adam	Gousetis	Menlo Park	
Roy	Green	Santa Rosa	
Mike	Greening	Piedmont	
Richard	Griffith	Burlingame	
Brett	Grimmelbein	San Francisco	
Sonny	Gulati	Belmont	Michael Laport
Ashish	Gupta	Palo Alto	
Mark	Haberecht	Burlingame	
Leon	Han	San Francisco	Brian Yeilding
William	Hawkins	Oakland	
Ian	Hemingway	Moraga	
Daniel	Higgins	Mill Valley	
Doug	Hill	San Francisco	
Jim	Housman	Sebastopol	Wayne Graner
Frank	Hsu	San Jose	Wei-Jun Shieh
Jay	Huang	Sunnyvale	
Cedric	Hughes	Palo Alto	Ronald Morris
Jake	Hughes	San Mateo	
Blake	Isaacs	Sunnyvale	
Christian	Jauregui	San Jose	
Jack	Jenkins-Stark	Lafayette	
Ben	Jennings	Benicia	
Jackie	Jones	San Jose	
Marcel	Jorna	San Francisco	
Sogol	Karkouti	Los Altos	
Dan	Keen	San Jose	
Lai	Kember	Palo Alto	Louis Cartalano
Brett	Kennedy	San Jose	
Milind	Khandekar	Sunnyvale	
Grinil	Khanna	Gilroy	
Davis	Kinzell	San Rafael	
Bob	Kitamura	San Luis Obispo	
Joe	Klein	Mill Valley	R. Ramirez Leoning
David	Kraska	San Ramon	
Martin	Kurtovic	Sunnyvale	Jeff Roberts
Andrew	Lee	Pleasanton	
Scott	Lee	Palo Alto	
Yen-Chung	Lee	Pleasanton	
Karen	Letendre	Carmel	David P. Dapper
Jeffrey	Liaw	Los Altos Hills	
Gregory	Liefooghe	San Francisco	
Christopher	Liljenstolpe	Palo Alto	
Eric	Lin	San Carlos	
Louis	Lin	Foster City	
Eric	Liu	San Jose	
Shannon	Long	Cupertino	
Joshua	Man	San Francisco	
John	Manville	Los Altos	
Kevin	McAuliffe	San Mateo	
Koteswar Rao	Mellachervu	Pleasanton	
Jonathan	Milder	Santa Maria	
Saravanan	Namasivayam	Cupertino	
Arnold	Ni	Concord	
Susan	Nonaka-Wong	San Francisco	
James	Nosera	Ukiah	
Jarlath	O'Carroll	San Francisco	Jeffrey Roberts
Jim	Paladino	Hercules	Michael L. Heller
Andrew	Palma	San Ramon	
Mikhail	Paremski	Newark	
Jasen	Paris	Livermore	Armando Nieto
Andrew	Parker	San Francisco	
Marta	Parker	Oakland	Micheal Heller
Nicholas	Pasculli	Salinas	
Paresh	Patel	Los Gatos	
Samir	Patel	San Leandro	
Brandon	Pearcy	San Francisco	
Larry	Peden	Santa Clara	
James	Pine	Berkeley	
Matthew	Porges	Carmel	David Garnham
Huangmao	Quan	Sunnyvale	Eric Yip
Narayan	Raja	Milpitas	
Scott	Rash	Menlo Park	
John	Ray	Oakland	
Grace	Red	San Jose	
James	Reeves	Pacific Grove	
Greg	Reichow	Menlo Park	
Joseph	Robbins	Berkeley	Richard E. Robbins
Susan	Rodriguez	San Jose	
Clif	Rompf	Castro Valley	
Mark	Rotner	San Jose	
David	Rowe	Alameda	
Frank	Ruffa	Fremont	
Radu	Rusu	San Francisco	Edward Pintacsi
Yannic	Scherlie	Boulder Creek	Nicole Colicchio
Steven	Schlansker	Portola Valley	Robert J. Palmer
Eric	Schmitt	San Francisco	
Henry	Schmitt	San Francisco	
Craig	Schroeder	Sausalito	
Jeff	Sealy	Walnut Creek	
Tigran	Shakhnazaryan	San Francisco	Jeffrey Roberts
Evan	Shen	Millbrae	
Dror	Shimshowitz	San Francisco	
Eric	Sidebotham	Morgan Hill	
Kevin	Silver	San Jose	Sean Smith
Jason	Smith	Brentwood	
Roy	Stanley	Richmond	
Michael	Sullivan	Gilroy	
Tom	Sze	San Francisco	
Steven	Tang	Fremont	
David	Teague	Castro Valley	

Last	First	City	Refered By
Ricky	Thokle-Sample	Sebastopol	
William	Thomson	San Francisco	
Keith	Toh	San Francisco	
Chris	Vale	San Francisco	
Brian	Venturi	San Mateo	
Christopher	Vergara	Vallejo	
Angela	Weaver	Santa Cruz	
Ryan	Wells	Martinez	
Neal	Wiebmer	Santa Rosa	
Eehern	Wong	San Jose	
Mark	Woodward	San Francisco	
Laurence	Wuerstle	Pacifica	
Geoffrey	Xie	Monterey	Robert Beverly
Utku	Yilmaz	Santa Clara	
Rudy	Yu	Emeryville	
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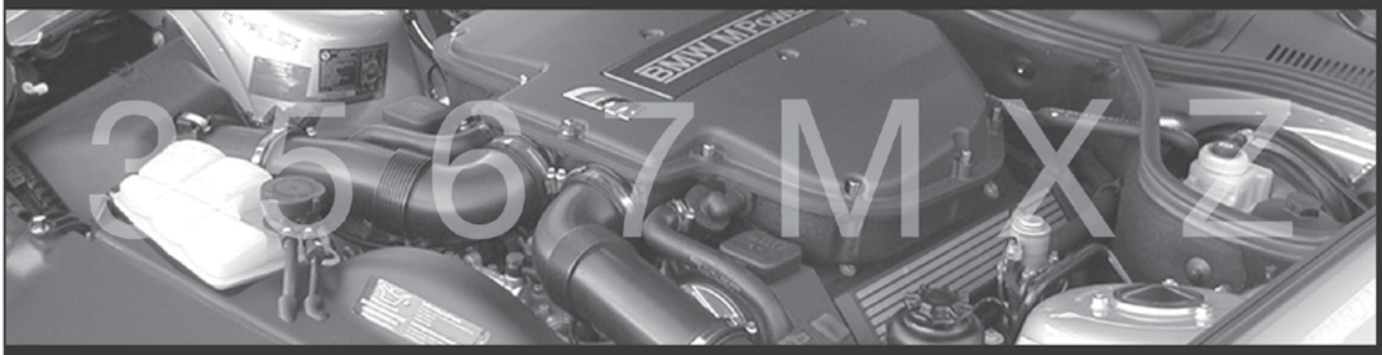
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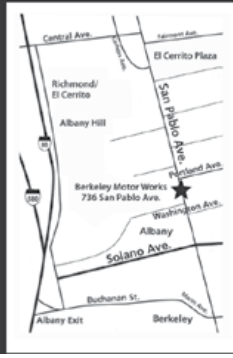

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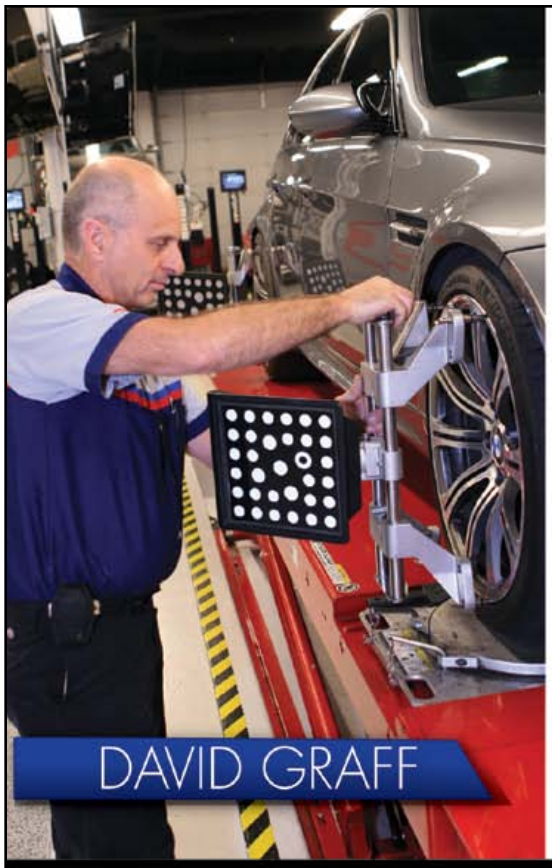

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WHERE CARS GO TO DIE

Living in California had its advantages when it came to spotting near-extinct species of interesting cars; classics like BMW's iconic 2002 were almost commonplace. Fiats littered Craigslist and the local strip-mall shopping centers. Less common were the vastly superior Datsun 510s, but they could still be spotted if you knew where to look. Residents could—and did—use classics as daily transportation. I once lived near a guy in Sausalito with a Jaguar XKE coupe, for example, and by now we've all heard about the nut in San Diego with the Lamborghini 400GT sporting over 250,000 miles.

But I don't live in California any more. I live in Minnesota. Still, there are plenty of classics roaming around, albeit only six months of the year. Cars And Café, the local iteration of the Irvine, California original—Cars And Coffee—brings out all manner of vintage and not-so-vintage iron, from a gaggle of Austin-Healeys to a pride of Magnum P.I.-era Ferraris to a murder of DeLoreans.

How many DeLoreans does it take to make a murder? Four, actually.

But what about those cars which are not really classics, but are just, well, older? And what if they were at least somewhat interesting back then, but are only so today due their mere existence? I'm talking about the cars that will probably never be actual classics, but draw the eye because they are still schlepping their way around town. What happened to all of those?

I'll tell you. They came to Minnesota to die.

When was the last time you saw a first-generation Ford Escort? I've seen two lately. And not rusty, horrible road warts, either; these examples were probably as nice as they were 30 years ago. Which may not be saying much. Except here, it is—the land where even plastic can rust.

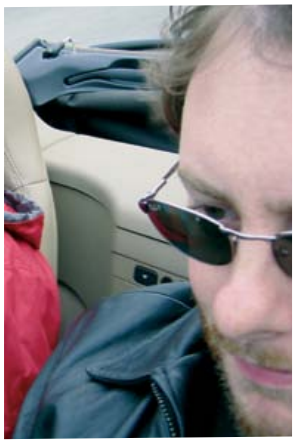
One of my favorite endangered species is the General Motors A-body from the early 1980s through the middle 1990s. These cars are hardly plentiful, and I'm not as big a fan of the Chevrolet Celebrities and Buick Regals I most often spot. However, occasionally I run across a Pontiac 6000, and I consider myself lucky if it's an uprated SE or STE model.

The 6000SE/STE was the car designed to compete with BMW during the height of the "We Build Excitement" Yuppie love-fest known as the 1980s. A high-output (relatively speaking) 2.8-liter or 3.1-liter V6 motivated the front wheels. Manual transmissions were a little-known special-order item. Tacked-on body kits, alloy wheels (not actually directional, but looking the part) wrapped with Goodyear Eagle GT+4 meats, and LED digital dashboards ensured that Pontiac would always come in third or fourth to BMW's *numero uno* status in a *Car and Driver* comparison test.

When my parents had an Audi 5000S with a wheezy 110-horsepower five-banger, my friend Reed's parents had a 6000SE station wagon that would roast those Goodyears all day long. It didn't have the digital dashboard or the steering-wheel buttons, but it did have a center console and bucket seat—a flat, horrible, wobbly bucket seat with less bolstering than a sidewalk.

But I don't care. I'm a child of the 1980s. The soft spot that makes me crank up the Psychedelic Furs and wistfully recall my crush on Ally Sheedy has a spot for cars which, quite frankly, are just trash—but cool trash. And some of this coolness lives on in Minnesota. True, most of the examples have rust holes big enough to put your head through, and many have shed most, if not all, of their body kits. But the fact that they exist at all makes me warm inside.

It begs the question: Why don't these cars live in places where rust does, in fact, sleep? Why here?



By Jonathan Bush

For scientific research purposes, let's quickly scan the local Craigslist to see how many Pontiac 6000s show up. Here we find a 1991 6000 LE sedan, a boring example with a front bench seat and those non-directional directional alloy wheels. But we also have a 1991 SE with the very rare all-wheel-drive package. This one sports the cheeseball STE-style body kit as well as the bucket seats and center console: $2,000 and it could be your winter-beater, a poor-man's poor-taste E30 325ix.

Strange examples of cars you don't really care about, but whose existence is strangely calming, abound in these parts. A circa-1983 Dodge Diplomat I recently spotted landed somewhere between octogenarian cruiser and ex-cop-car; it sported neither a vinyl-covered roof nor dog-dish hubcaps. The 1968-ish Lincoln Continental Mark III certainly had a vinyl top; I'd have been disappointed if it didn't. It also had the scabs and scars of a car that has seen many a cold season.

Since BMW rustproofing began sometime around late 2005, we hope our beloved Bavarians don't come here to die. If they happen to live in Minnesota and venture out year-round, however, they will die—slow, painful deaths from the bottom of the doors on up. Strangely, the E30s and E28 5 Series seem to rust less, as a species, than the later E34 Fivers, or E32 and E38 7 Series. E36 3 Series dissolve if you salt your French fries at McDonald's.

Why do I bring up any of these cars? Because starting right… about... now, I won't be able to drive my classic BMWs. Sadly, I still have to get to work, and daycare, and our friends' garages on cold winter nights, where we huddle around our adult beverages, reminiscing about our warm drives in the country while summoning brief moments of clarity to adjust valves and refurbish interiors.

That's why the real BMW enthusiast will use a Mercedes-Benz for a winter beater. GGC

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BMW OF MONTEREY
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Seaside, CA 93955
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Mountain View, CA 94040
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San Francisco, CA 94103
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BMW OF SANTA MARIA
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Santa Maria, CA 93455
805 614-9306

COAST BMW
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San Luis Obispo, CA 93405
805 543-4423

EAST BAY BMW
4350 Rosewood Drive
Pleasanton, CA 94566
800 505-4801

PETER PAN BMW
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San Mateo, CA 94403
650 349-9091

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

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San Rafael, CA 94901
415 482-2000

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Santa Clara, CA 95050
408 249-9070

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Berkeley, CA 94710
510 654-8280

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

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

Independent Service & Supply Discounts			
2002 Haus	San Luis Obispo	805 541-2002	5% Parts
Alekshop	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
BMI Motorwerks	Campbell	408 369-1911	5% Parts/Labor
Catalpa Street Garage	Santa Cruz	831 464-2269	10% Parts
Classic Euro-Asian	Oroville	530 534-6887	10% Parts
Conversion Techniques	Oakland	510 659-0914	Various
Corporate Auto Works	Mountain View	650 691-9477	10% Parts/Labor
Diablo Motors	San Ramon	925 830-4269	10% Parts/Labor
Dinan Engineering	Mountain View	650 962-9401	10% Labor
Dinan Engineering	Morgan Hill	408 779-8584	10% Labor
Double 02 Salvage	Hayward	510 782-2002	10% Used Parts
Edge Motorworks	Dublin	925 479-0797	10% Labor
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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
Heynneman European	San Rafael	415 499-1234	$50 off Service
Jam Engineering	Monterey	831 372-1787	Various Parts
John Gardiner Automotive	San Francisco	415 777-2697	10% Labor
Nate Smith's Optimal Auto	Santa Cruz	831 476-1332	10% Parts
M Service	Walnut Creek	925 932-8744	10% Parts/Labor
Milt's Service Garage	Vallejo	707 643-7548	10% Parts/Labor
Patelco Credit Union	www.Patelco.org	415 442-6200	Special Offer
Phaedrus	San Francisco	415 567-8000	10% Parts
Performance Art	Gilroy	408 848-6325	10% Service/Labor
Performance Technic, Inc.	Pleasanton	925 426-1361	10-15% Parts
Portola Valley Garage	Portola Valley	650 851-7442	10% Labor
RennWerks 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	650 961-2330	10% Parts/Labor
Valley Motorwerks	Rancho Cordova	916 636-9526	10% Parts/Labor
Vanguard Motors	San Francisco	415 255-8450	10% Labor
West Bay Bavarian	San Rafael	415 457-0820	10% Parts/Labor/Dinan work
Dealership Discounts			
BMW/Mini Concord	Concord	866 704-9479	10% Parts/15% Accessories
BMW of Fremont	Fremont	510 360-5900	10% Parts & Labor
BMW of Humboldt Bay	McKinleyville	707 839-4269	10% Parts
BMW of Monterey	Seaside	831 899-5555	10% Parts
BMW of Mountain View	Mountain View	650 943-1000	10% Parts
BMW of San Francisco	San Francisco	415 863-9000	10% Parts
East Bay BMW	Pleasanton	800 505-4801	10% Parts
Peter Pan BMW Parts/Svc	1625 Adrian Rd, Burlingame	650 20[illegible]-7600	10% Parts
Roseville BMW	Roseville	916 782-9434	10% Parts
Sonnen BMW	San Rafael	415 482-2000	10% Parts
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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

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.

Cal R. *(identity protected)*
State College, PA

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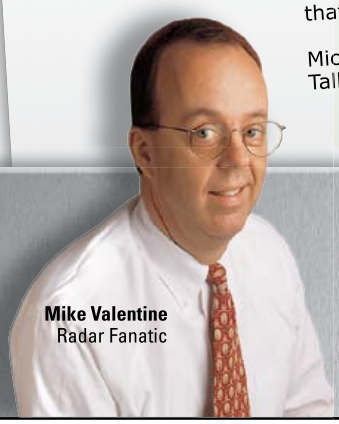

Mike Valentine
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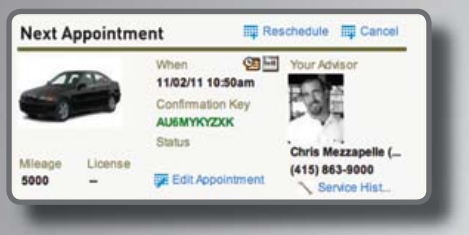

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