

die flüsternde
e Bombe

the official magazine of the Golden Gate Chapter, BMW CCA

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THE NEW 30

By TIM HUANG

Sesame Street, the Stonewall Riots, Funyuns, and BMWCCA. All of these things turned 50 in 2019. While I haven't personally hit this milestone, I'm close enough to attest to the changes that mid-life may bring. The curative power of an afternoon nap, the extra time required to remember why I walked into a room 10 seconds ago (argh!), and thinking that if my eyesight gets much worse, I'll need longer arms to read anything on my phone.

However, unlike myself, the Golden Gate Chapter has approached its 50th year with remarkable vigor. This club isn't ready for its afternoon nap or mid-life crisis—if this past year has been any indication, we're just getting warmed up.

Cars and Coffee events were bustling this year and are a fantastic way to connect with fellow enthusiasts and see BMW models—both classic and current. I'm consistently floored by the variety of vehicles that show up, from

well-preserved classics, to SEMA-ready showpieces, to cars so new they still have the dealer plates.

So many club members have sent us raving feedback about the Car Control Clinics—a safe and practical environment to learn just how “ultimate” your driving machine is. One of the events we're most proud of is the Teen Car Control Clinic available to licensed drivers aged 16 – 21. Here, new drivers build lifesaving driving skills and increase confidence behind the wheel. In 2019, we also brought back our Women's Motorsport Day to provide an environment for our female enthusiasts to build community and shred tires.

In July, we held our largest-ever summer picnic, preceded by one of our largest-ever driving tours. Sunny skies smiled down on both the vineyards and our paint jobs as we enjoyed the beauty and hospitality of the Thomas Fogarty Winery in Woodside.

Our motorsport events bring

out an impressive variety of our members, with autocross often selling out within days of opening registration. In November, we returned to Thunderhill Raceway, armed with our Advanced Data Coaching program and a new solo-driver option for highly-skilled drivers (Group S).

Some say 50 is the new 30, and I have to admit I'm a little jealous of all the energy GGC has shown in 2019. But hey, at least BMW and I both got to celebrate with a new convertible! //



WHAT'S NEXT?

THE ANNUAL BMW PRESS CONFERENCE AT PEBBLE BEACH

Words & Photography by
ALEKSEY KADUKIN



Back in 2017, the BMW Group declared a new strategy for their annual Pebble Beach press conference during Monterey Car Week. The company brought two concept cars: the 8-series concept and Z4 roadster concept, and promised to follow up the next year with production versions. In 2018, BMW delivered on that promise and used the Pebble Beach award podium for the world premiere of the G29 Z4 and North American debut of G15 M850i. The highlight of the 2018 press conference was the North American presentation of anticipated M8 Gran Coupe concept. With the concept and production vehicles debuted in years past, there was only one variant remaining for BMW to present—something even faster.

BMW kicked off the event by revealing the fire breathing M8 GTE race car to the award podium. This is not an idiom—the race car has side exhausts that burbles, growls, and occasionally spits flames. It goes without saying that dry grass, fire, and a crowd of people are an event organizer’s nightmare, so BMW RRL team driver Connor De Phillipi took special care to drive the M8 GTE as gingerly as possible, giving the car just enough momentum to crawl up the ramp without any drama (Which is quite a remarkable feat considering that every fiber of that car’s being is



optimized to go fast, not crawl around the showgrounds.)

The M8 GTE race car appearance preceded the North American debut of the long-awaited production M8. Following the modern tradition, M8 cars carry their own chassis indices: F91 for convertible and F92 for a coupe. Both cars had been presented in their most powerful trim—the venerable Competition package. If you are familiar with the new M5 Competition, you might find some similarities inside these cars. All of them are equipped with S63 twin-turbo V8 engines, also shared with latest X5M and X6M. The Competition version makes 617 hp and accelerates the big coupe from 0 to 60 mph in 3.2 seconds—faster than most supercars just a decade ago.

It makes the M8 Competition the fastest production car released by BMW to date! To be clear, the M8 is not simply a two-door version of M5; it has own unique features. For example, on top of selectable engine, transmission, steering, and suspension modes, the M8 also has selectable brake profiles! Drivers can choose between Comfort and Sport brake mode to adjust the brake pedal pressure and feel required to slow down the car. As you might expect, Comfort mode is suitable for relaxed street cruising while Sport mode shines in braking zones on track.

Unfortunately, the production M8 Gran Coupe was not ready by the time of the event, so we saw the M850i Gran Coupe model instead. Nobody would call that car a “pedestrian”

version but the difference between the motorsport-inspired M8 and the M850i was too big to go unnoticed. While the regular 8 series focuses on luxury features, comfort, and a style suitable for executive transportation, the M8 boasts much more aggressive styling, roars much throatier, and overall performs at a level you would expect from true M cars.

If the M8 stands to be BMW’s halo car that pushes the envelope of technology and performance, it’s worth considering how it stands up against the competition. Audi and Mercedes have bonafide supercars to fill that role and it’s hard to argue when you see the mid-engine Audi R8 (which shares drivetrain and platform with Lamborghini Huracan) and the Mercedes-AMG GT front-engine supercar. In contrast, BMW’s i8—despite its exotic look—never had a supercar-level performance. Fortunately, BMW was well

aware about that issue. The pinnacle of the 2019 Pebble Beach press conference was North American debut of BMW Vision M Next concept car The prototype demonstrated the latest technology and future design language of the brand. Vision M Next is expected to be a performance hybrid making more than 600 hp. The interior has a futuristic transparent display replacing traditional gauges, gyroscopic cup holders to keep a coffee in a cup during hard cornering, and synthesized engine sounds composed by Oscar-winning composer Hans Zimmer. The most notable exterior design elements are the vertical double headlights replacing traditional horizontally placed units, aerodynamic elements integrated into the car body, and a recessed hood over angular grilles. Each design element was expected to find a way to future BMW models and BMW didn’t wait long to prove it: the recessed hood design

can be found on the recently-revealed BMW 4-series concept.

The company didn’t say if BMW Vision M Next would find a way into production but hinted strong interest to develop an M-exclusive car that would not have a street sibling. Did we see a prototype of modern M1 that would topple the M8 as a halo car in the near future? Or maybe BMW would lift a curtain for something more exotic at Pebble Beach next year? 2020 is coming and I cannot wait to see what BMW will announce! //



A SUNDAY STROLL

Words & Photography by
MIKE GESSNER



WELCOME TO  TRACK DAYS

BMW

BMW

BMW

M Track Days has been around since a pilot program in 2015. I was part of that launch when they had the first ever M Track Days at Road Atlanta. Back then, it was invite only and free, you just had to get yourself there. The following year, they expanded the program and stopped at I think 5 different tracks—still free. In 2017, they started charging for it (\$250) for a half-day and again made 5 different stops around the country. I ran with them out at Circuit of the Americas and the Ridge near Seattle. In 2018, they added a full-day program with Bill Auberlen—a factory race car driver—as the main attraction. Bill returned for the 2019 program and I made it down to the Thermal Club event.

One can essentially think of Bill as the ultimate Uber driver who gives hot laps around the South Palms circuit in an F90 M5 Competition—and he's usually not the only one on the track! There are often

students doing lead-follows in various M models like the M2 Competition, M4, and M5 Competition. There's nothing quite like driving the line and then noticing a blazing-fast M5 coming up behind you, then blowing by you as if you were standing still.

What do you do at M Track Days? It depends on the program (half vs. full day). For the full day, you get 3 exercises in the morning and 3 exercises in the afternoon with lunch provided, as well as dinner. In the morning, I started off with the skid pad in the M5. Needless to say, 600HP on a skid pad is a recipe for ear-to-ear smiles. The instructor sits in the passenger seat and at first has you do basic maneuvers to correct for oversteer. Once that's been successfully demonstrated, you get to try drifting around the skid pad and learning to make small adjustments in steering and using the throttle to steer the car.

Next, we hopped into an M2 Competition and headed over to the South Palms circuit for lead-follow laps. Normally, they only use cars equipped with carbon ceramic brakes, but the M2 Competition does not, so our instructors had us brake a little earlier than normal to try and keep the brakes relatively cool. You get at least 5 laps and since you share the car, you switch drivers after your time.

Then, we headed over to the BMW side of the Thermal Club for timed autocross in the original M2. For this exercise, you get 2 practice laps around the course and then 3 shots to lay down your best time. You launch at green cones to start the timer, then must go through the course without hitting any cones and come to a full stop inside a stop box. The winning time was in the high 25 seconds.



The autocross wrapped up the morning session and led into a break for lunch. While we ate, Bill Auberlen had a question and answer session where he talked about his favorite race cars he's driven, his tinkering days and making the switch to a professional race team. He had us at the edge of our seats when he detailed his time driving the then-brand-new M8 GTE at the Rolex 24 hour race at Daytona and how he had quite the adventure during the night when he blew a right front tire at speed.

After that, it was back to the South Palms circuit for lead-follows in the M4. I got my hands on the Speed Yellow M4 which looks fantastic and a lot of fun on the track. I ended up getting an error code for steering just as we hit the cool down lap. Not sure what went wrong with it, but luckily I won't be the one taking it into the dealership for repairs!

Next, we switched over to the drag race portion of the day. The trick with this is that it is not only a drag race, but they add a stop box at the end. We tried out 4 cars (2 races in each): the M4 convertible, the X3M, the X4M, and the M850i convertible. I think the hard part is trying to judge where to apply the brakes to make sure you stop inside the box before your opponent—especially as you change cars.

After the drag race, it was back over to the track and into the F90 M5 Competition. The M5 is already a fantastic car, but the Competition dials it up to 11. There are some tweaks to the suspension and a boost in horsepower among other things. It was a hot day (97 degrees ambient) and it was apparent that the M5C may not have enough cooling (just like its predecessor the F10 M5) for extended track duty. Rather than going into limp mode, the car drops the rev limiter to try



Bill Auberlen

and keep the engine cool. The instructors asked us to shift at 6K RPM or lower.

Well, that was 6 exercises all together for the day, but it wasn't over yet. At the end of any school at the Performance Center (and M Track Days), the instructors have a little fun and provide "hot laps" to students. 3 students (at most) to a car with the instructor driving fun lap with tons of tire smoke and drifting in the M5 Competition.

I really like the M5C; it is viciously fast and quite nimble for a car pushing well over 4,000 pounds which sounds great, but it may not be that track weapon you'd like it to be. The best part about the M Track Days is that you can try various cars out and push them—and it's not your car! It's a great way to get a sense for which Autobahn missile is right for you. //



INTRODUCING: THE FUTURE

A LOOK AT THE CONCEPT CARS AT THE PEBBLE BEACH CONCOURS D'ELEGANCE

Photos by EKATERINA EFREMOVA & ALEKSEY KADUKIN

Words by EKATERINA EFREMOVA

Monterey Car Week takes place in California every year in mid-August and 2019 was no exception. This gearhead mecca is a multi-day, multi-event gathering for automobile connoisseurs and enthusiasts from all over the world. Multiple press conferences, auctions, presentations and concours happen over a period of 6-10 days. If you plan to come for the first time and can stay for only one day, Pebble Beach Concours D'Elegance on Sunday is definitely the one to hit.

I want to bring attention to the two different lawns of the Concours: the Concept lawn and Ferrari lawn. The name of the Concept Lawn says it all—

Many different concepts by famous brands are presented in that corner. The most exciting part about it? It's a glimpse into the future of the automobile industry and the quintessence of vehicle manufacturing. Designers unleash their creativity when it comes to concept creations. Although none of the concepts will go to production exactly the way they are presented at Pebble Beach, it's incredible to see the undiluted intentions of some of the most prolific designers in the industry. The concept lawn paints a picture of where the car industry will continue to develop. Three of the concepts really caught my eye this year.

BMW VISION M NEXT



BMW's Vision M NEXT is a hybrid sports car with a bold design. It draws its inspiration from the 1972 BMW Turbo and BMW M1. Its more sporty elements include a low silhouette, gullwing (technically, butterfly style) doors and a bright color scheme. Neon orange and silver metallic go oh-so-well together. Performance-wise, you are welcome to choose between electric all-wheel drive or a more purist rear-wheel drive with either all-electric propulsion or the power of a turbocharged four-cylinder petrol engine. This rocket ship supposedly jumps from 0-to-60 mph in under 3 seconds.

If you're also picking up some Italian design vibes in BMW Vision M Next concept, don't be surprised. The original M1 started its life as a partnership

with Lamborghini and its body was designed by a famous Italian designer Giorgetto Giugiaro. The angular grill is inspired by the BMW Garmisch, a 1970 concept designed by legendary Marcello Gandini. Unsurprisingly, Italian companies play a major role in exotic car design up to date, and the Pebble Beach Concours d'Elegance concept lawn is a great place to see creations made directly and indirectly by Italian geniuses of art and style.



DETOMASO P72

This car was designed to celebrate the Italian brand's 60th anniversary. It's inspired by various early '60s prototypes like the Sport 1000, Sport 2000 and P70. Modern elements are clearly influenced by classic elegant design cues. Rose gold accents tastefully compliment the deep metallic red paint. The P72 isn't just a looker— it's constructed with carbon fibre to shape a monocoque chassis that meets LMP1 standards.

Despite the sportiness of the car, it's intended to provide all the comforts of a grand touring experience—or, as many luxuries that a 2 seater can afford. This model will remain highly exclusive with only 72 units slated to be manufactured.

Interesting fact: De Tomaso brand was established in Modena, Italy, about ten miles away from Ferrari HQ

in Maranello. But most of De Tomaso projects didn't bother to source a domestic engine. Instead, the company used big and brutal Ford V8! The P72 didn't break a tradition and will be powered by modern Ford V8 engine tuned by Roush. Ford won that round of infamous Ford vs. Ferrari battle.



LOTUS EVIJA



Eco, City, Tour, Sport, Track. Those are all the modes you can choose from when driving this electric hypercar that boasts 1,973 hp coming from four independent electric motors. It's a very futuristic, very elegant race car with impeccable design inside and out. Inside, next to the flat-bottom steering wheel, there is a center console with groups of honeycomb shape, touch-sensitive controls. Looks more like a spaceship than a car.

That futurism is demonstrated by the rear view "mirrors." See, they're not actually mirrors; instead, they have been replaced by little cameras jut out of the sides of the car. The car was presented in silver metallic which in combination with soft futuristic lines of the body send us to aerial dreams.

The Lotus Evija was designed in England and has no Italian roots. But it looks as good as major competitors from Apennine Peninsula.



CASA FERRARI

As you probably noticed, the Pebble Beach Concours d'Elegance showground is teeming with Italian magic. No matter the brand to which you swear fealty; the Italian atmosphere is irresistible, and who better to represent Italy than Ferrari?

This year, Ferrari celebrates 90 years of Scuderia Ferrari, the race team (not to confuse with the automaker, which celebrated the 70th anniversary two years ago). At Pebble Beach they showcased a grand collection of great race cars from the team's history, from a 1933 Scuderia Ferrari Alfa Romeo 8C 2300 Monza to a one-of-a-kind 2019 P80/C. All the gems were parked meticulously; the vibrant

hues of the paint contrasted brilliantly against the emerald green lawn.

Ferrari used this occasion to present two of the latest models: the SF90 Stradale (in yellow) and P80/C (in red). The yellow work of art is a mid-engine hybrid hypercar. Its twin-turbocharged, 4.0-liter V-8 and three electric motors puts out a screaming 986-hp. This car is the highest-horsepower Ferrari has ever dared to produce. The stunning lines and shapes of the exterior lend us a hint as to what our future will be like: fast, expensive and yes, bright.

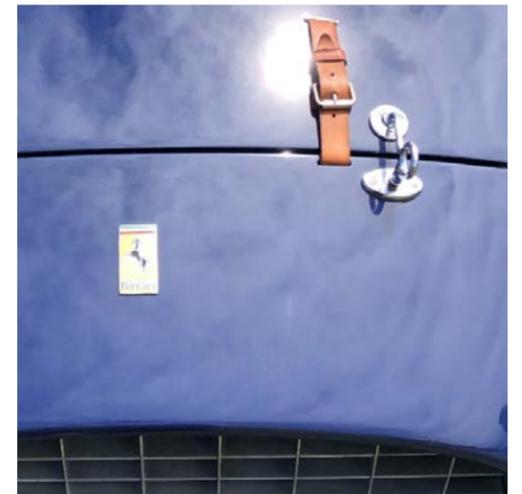


Ferrari P80/C

P80/C is the one for track lovers. The car looks muscular yet curvy. An elongated rear end provides the car with a powerfully aggressive character. Since the car was designed for enjoying it on track, some obligatory parts of a street-legal car have been removed. Headlights, for example, have been reduced to simple slits. The massive rear spoiler maximizes the car's aerodynamic performance. The P80/C's design has strong and clear links to Ferrari racing classics like the 330 P3/P4, Dino 206 S and 250 LM. Did I mention it has a purported top speed of 211 mph and 0-60 in 2.7 sec?

At the end of my Ferrari lawn visit I went closer to the classic models like 1953 Ferrari 250 MM and fell in love with the leather hood straps. They say the devil is in the details; I figure that the devil is Italian. From those premium leather

hood straps of days past to the astonishing level of care put into modern hypercars— what a great walk through history Casa Ferrari presented to us! //



Ferrari SF90



Ferrari P80/C

REDISCOVERING

TECHNO

Words by JEFF COWAN

Photography by ALEKSEY KADUKIN

What the hell? This wasn't supposed to happen. In no universe was this supposed to happen. So how do I find myself, head in hand, crying into a martini, admitting that I love my new-to-me E36 M3 more than my E90 M3? Maybe loving it more than any car I've owned before. Maybe loving it more than most BMW's I've owned or driven. No, no, no, no, no. I must be missing something. Or am I not?

It's all Jim Bassett's fault.



I met Jim right after he bought his brand new 5-speed Techno Violet M3 sedan in 1998 and attended a club drive that I organized. It was memorable because when we reached our midpoint, Jim hopped out and began to dust the M3 down. Oh, I judged him for sure... who is this neurotic fool, I thought. We were only part way through the drive, surely the wipe down was nothing more than an act of futility. Well, fast forward several years and Jim not only became a good friend but went on to join Club Racing and HPDE instructor ranks. I have had countless great conversations about cars, driving, whiskey, and so many other things and really enjoy his friendship. Over the years I forgot about our chance encounter. And sort of forgot about the E36 M3.

This past August, Jim randomly shows up at the same hotel for Monterey Car Week and we got to talking, as we do.

This is where I learn Jim was considering selling the Techno Violet M3 after 21 years of meticulous (neurotic!) ownership. Then I sort of blacked out. When I came to, I was standing over the car asking if I could write a check right then and there.

Lets roll back the clock a bit. As a young, snobby BMW ///M-brat driving an E30M3 in the 90's (and into the y2k's) I was definitely in the red mist of the legendary M product that defined an era. I spat at the later M3's to come, pretty much all of them, until the E90M3. For a variety of reasons, most notably that insanely sexy V8, I felt BMW finally captured the little M3's spirit. Now wait, before you shred this article and stone me for my lack of respect to all things ///M, let me point out that I realize now how wrong I was. I did a lot of soul searching while getting seat-time in these fabulous cars to put my head right on this.

Yes, I feel enlightened and have so much respect for the the E46M3 for example. In fact my friends have had to endure me squawking-on about how it is one of the best driving M3's to ever leave Munich. Of course I love the E9x generation, even though it's piggy, there's wonderful character to the car particularly at speed and on track. The F8x took performance to another level, but also confounded me along the way (and the excitement builds for the upcoming G8x generation). All this maturation of opinion came as a result of driving experience.

So that leaves me with the E36M3.

Young, snobby me called it the ///M for Marketing car—why didn't they just call it a 330is if AG wasn't going to give us the same S-engine that Europe got (remember that the highest performance non-M model for the E36 era was a 328is).



I had a brief bonding moment with an E36M3 about 10 years ago when I realized I might have been wrong about the car. But that was 10 years ago.

Now back to the black out moment. A few weeks after Monterey I took delivery of Techno (as I call it now) to be my commuter. I rationalized I could keep some miles off my E90M3 which is creeping toward 100k miles faster than I would really like.

But then something unexpected started to happen. With every drive to the train station and back, the ///M for Marketing car started to impress me. First it was the lovely compliance of the suspension, still riding on replaced factory struts. And because he tracked it occasionally the sway bars were upgraded. Then he squared up the wheels and shod it with Michelin Pilot Super Sports so it has grip for days. Next, the slick shifting from the Rogue Engineering short-shift kit seemed to add an enjoyable,

sporty feel I was not expecting (without any notchiness). Then I fell prey to the crazy-sweet sounds of the S52B32 accented by a Jim Conforti air intake and DME. The single VANOS system is incredible at providing super drivable low end torque. Even in 3rd gear the car can dig itself out from 1200 rpm. At 6k rpm to redline there is a wail that emerges from the intake AND exhaust that leaves me searching for every moment I can wind it out even when unnecessary. I was critical of the steering for being heavy with a slow ratio, as it takes a bit more elbow to get the car around the corners, but I quickly adapted. At least the steering is very linear so it can be bet on each time—and hey, the sport seats aren't bad! (As it turns out, sedans didn't get the 'Vader' seats that came standard in the coupes.) Driving a mountain road twice a day on my commute lets me feel some pleasing pushback from the chassis and the weighted steering. Hearing the growl of the naturally aspirated

torque monster 6-cylinder engine is wonderful in any kind of traffic condition—so much communication without being tiresome. Everyday I am finding small details to love in the experience. It delivers.

After a month of ignoring everything in my garage, I decided to take the E90 out. Whoa. Things that never bothered me before suddenly stuck out like a sore thumb. A sort of sickening feeling came over me as I looked at my technical marvel of a car in a different light. As I settled back in, I was relieved that all hope was not lost. There is a good yet different kind of experience there but it doesn't deliver as readily as the E36M3. And so it's astonishing to me that this 21-year old car, meticulously maintained by Jim, with 311k miles on the clock is so freaking great. But it all comes down to this—when I park and turn around to look at it, I smile and wish I had time to dust it down.

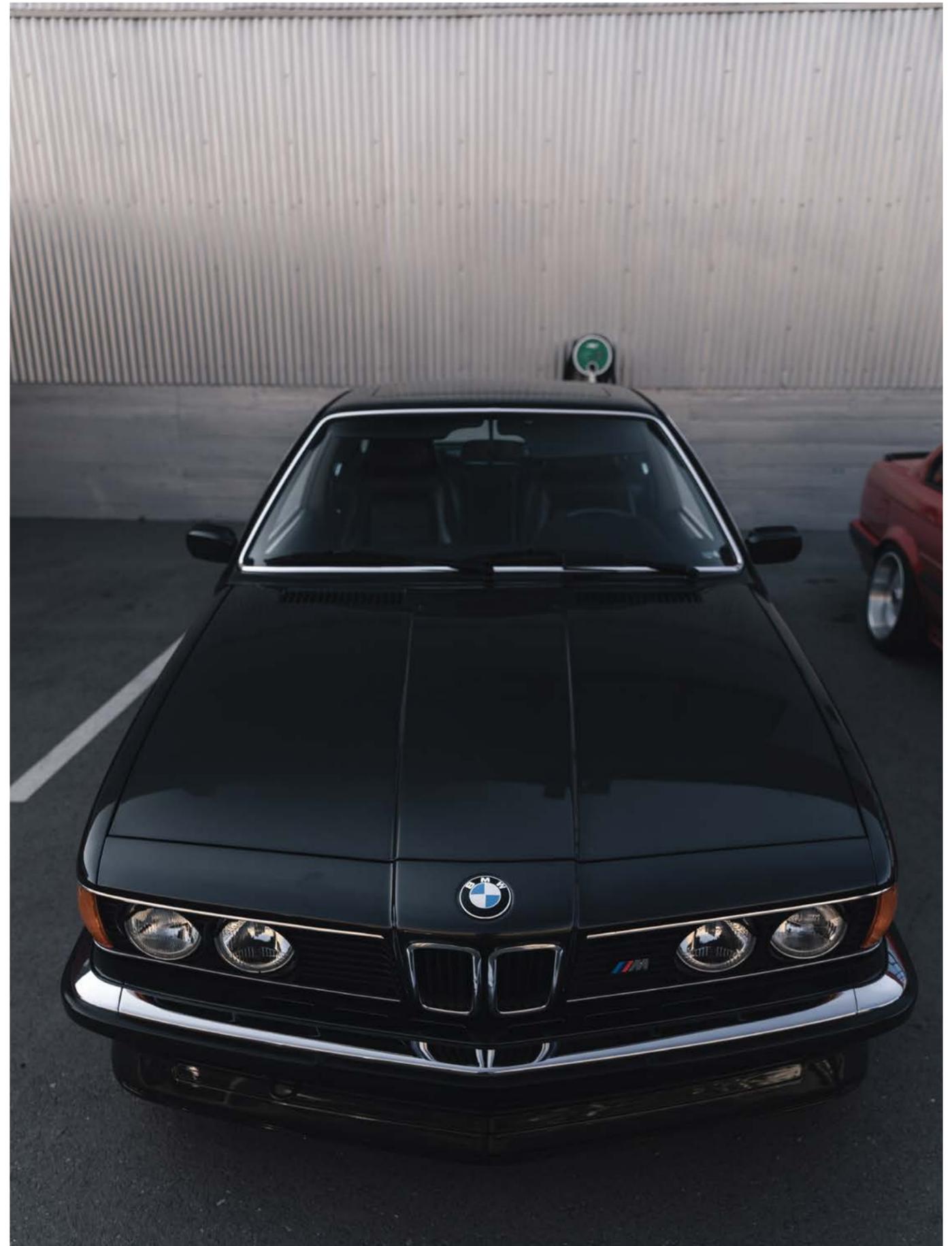
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GGC X GMP CARS & COFFEE

Words & Photography by
BRANDEN DEHNEH

“ *The GGC happenings have been a great way to catch up with old friends, make new ones, and see the personal touches that each and every owner puts into their cars.* ”





the best paint booths and tools available. They have not one, but two extra long paint booths which allows them to paint one vehicle plus its front and rear bumpers at the same time. This allows the paint on different parts of the body to set at an even time. With such resources, they have the ability to finish projects faster with a better quality.

To see the work of a master artist was a remarkable opportunity—one that I'm happy to have enjoyed with fellow GGC members.

I, for one, am looking forward to see what the GGC has in store in 2020; keep your eyes peeled and I'll see you there!
//

Jorge gave us a taste of his process on a 3 series BMW. From prep to paint, we witnessed a car with right-rear quarter panel damage go from primer to a factory-fresh, showroom finish. As a result of such a high quality repair, it was impossible to know that the whole quarter panel was replaced if they had not told us.



Just like every other BMW enthusiast I know, I can hardly wait for the weekends I can spend at Chapter events. Between the close-knit community and the extensive variety of events, the GGC happenings have been a great way to catch up with old friends, make new ones, and see the personal touches that each and every owner puts into their cars.

operations. For the uninitiated, GMP Cars is one of the most well-known automotive shops around the Bay. They offer services ranging from mechanical modifications and body repair all the way to frame-up restorations. The folks at GMP Cars were nice enough to not only provide us with some delicious coffee and donuts, but also gave us the unique opportunity to watch their paint process.

caffeinate, Roy and April gave everyone a tour of their state-of-the-art facilities. While admiring the equipment and meticulous organization of the shop, I came across some amazing vehicles in different stages of restoration.

One of my favorite events this year was the Cars & Coffee event put on by the Golden Gate Chapter and GMP Cars. This highly-anticipated collaboration offered an up-close look at GMP Cars'

Upon arrival, we were greeted by Roy and April. Roy is the general manager for this location and April is the Customer Service Rep. After everyone got the chance to grab

Later, we had the pleasure of meeting Jorge Llamas, the painter for GMP Cars. Jorge has over 25 years experience in painting cars. One of the coolest things about GMP Cars is that they don't just focus on Concours-grade jobs—you'll see their work both on the lawns at Pebble Beach and on 280N sitting in traffic. To match Jorge's talent, GMP has some of





LEGENDS
OF THE
AUTOBAHN

Words & Photography
by MATT NOWZARI

Legends of the Autobahn is one of the many joyous celebrations of cars that happen during Monterey Car Week. As the name suggests, it is the place to go for all things fast and German.

I arrived to the event a little past lunchtime, so everything was well underway by the time I parked my E36 onto the pristine grass-covered parking

area. Walking through the parking lot itself provided neat glimpses and hints to what one might find on the grounds proper - a kermit-green BMW 2002 and a red Alfa Romeo dotted the parking lot as I walked to the main event. I came up to the Mercedes-Benz section first, which left me staring slack-jawed at a pristine Manganese Brown 1980 300TD that, according to the

laminated sign in the window, had belonged to a single family since it was purchased brand-new. The paint, the leather, everything was how I imagined it to have looked like all those years ago. It was at this point that I started to realize that there was a good chance I was going to see some very special cars here.



As I was photographing the 300TD, a couple of 190Es caught my eye. I eventually walked over to the first one in the row and started drooling over just how nice this particular example was.

This first 190E I had come across was not as original as it seemed at first glance - the spec sheet that was on display indicated that the car before me

had its original sixteen-valve four-cylinder replaced with a 3.4 liter straight-six unit from a W124 courtesy of RENNTech. This makes the output good for 262 horsepower and 240 pounds-feet at 6400 and 4400 RPM respectively - a healthy increase over what the factory engine produced originally!

After perusing the other 190Es on display (of which there were

many!) I walked over to the Audi side of the event, where there were some gorgeous cars on display, including a pristine red Quattro (which I spent an unreasonably long amount of time hanging around). After hanging around the Quattro for what seemed like a very, very long time, I walked over to the BMW section of the event (which seemed to me to be the largest by far).



Lines of 2002s, E24s, and rare Alpinas were broken up by modern cars - I could make out a 1M, a few F8x cars, and an E60 M5 off in the distance.

Before I could get to them, though, I stumbled across a Calypso Red E34 M5. Now, I really like E34 M5s. I've never driven one, but to me they just are the epitome of the entire M5 range. Big, fast, and comfortable, all while looking damn good, too.

This particular M5 is doubly special, not only for its rare spec but for its backstory as well. According to the sign propped neatly on its passenger front wheel, this car was purchased brand-new through BMW Individual by Ted Gildred, who was the then-US Ambassador to Argentina. It is one of twenty-three Calypso Red E34 M5s

sold in the states, but one of one with the extended Champagne leather. In other words, it is a one-of-one E34 M5 with an equally unique history!

After spending an inordinate amount of time admiring the M5, I moved on to the rest of the BMWs on display. There were so many amazing machines being proudly shown

that I had a hard time choosing where to start! I strolled past a rather rare Alpina B7S Biturbo, a row of squeaky-clean E9s, and the aforementioned 1M, all the while thinking about the stories behind these cars that led them here. It was during this contemplation that I came across a rather ordinary looking E46 M3.





It was painted in Alpine White, and did not appear to have any distinguishing features on the car itself. Now, seeing as the E46 M3 is the car that started my interest in BMW M cars, I figured it was worth taking a look at.

As I came up to it, I noticed the sign the owner had put up in front of the car - "BMW M3 PROTOTYPE #0027 - LOWEST PRODUCTION NUMBER E46 M3 IN THE US". I read the sign again, then again once more, glancing at the plain white M3 between takes. Before I could read further, a man who looked like the owner came up to me and, as if sensing my desire for verification on the matter, confirmed that his E46 M3 was indeed the one the sign was referring to. I asked him about the car, and this led to a long

and very interesting discussion about his very special M3.

The owner, Jim Day, outlined how through investigation and discussions BMW North America and BMW Classic in Germany, he was able to gather what he does know about the car.

Prototype #0027 started life in June of 2000 in Germany as a US-spec car (or as Jim puts it, a California-spec car that meets the rest of America's standards). It arrived in America in September 2000, where Jim believes it was part of the US press fleet for 12 months on a US DOT waiver. The next time the car appeared in any sort of record was in January 2002 in Regensburg, Germany, where it received a brand new S54 and 6-speed

manual gearbox. This replacement had been noted in the car's own Service Booklet. After this note in the Service Booklet, however, not much is known about the whereabouts of the car and how it ended up back in America.

Jim came into possession of the car by chance - he found it in the possession of an employee of a BMW dealership in the Central Valley. The previous owner used it as a track toy due to its lack of sunroof. This lack of sunroof is considered by many to be a highly desirable feature for any E46 M3, as it affords better headroom when wearing a racing helmet and offers less weight on the roof of the car.

Apart from the sunroof, Jim noted some other differences

between his car and a standard production M3, such as the presence of factory wood trim, which was never offered during the production run, and the presence of manual seats. Jim and I spoke at length about how he uses the car, and the small imperfections it's acquired throughout the years, and how to him it's just a car that he enjoys driving. He doesn't want the car to be a garage queen, and regularly brings it out to events like

Legends of the Autobahn so that others can appreciate a truly rare M3.

I eventually parted ways with Jim and found myself walking through the sea of fine Bavarian metal, but my mind was preoccupied by the E46 M3. Jim had given me his phone number and a promise to entertain reasonable offers for his car. Cars like Jim's M3 are the finest of threads that, when woven together, makeup

events like Legends of the Autobahn. If you check it out next year, be forewarned: you might end up walking away with an unshakable desire to own another soulful German machine. I contemplated what it would be like owning an M3 with such a story attached to it, and how maybe it was time to add another chapter to that story... //



NEW MEMBERS

We'd like to offer a warm welcome to all of the new members to the Golden Gate Chapter of the BMW Car Club of America!

Myron Ko	Lulu Li	Yun Ma	Eric Dante
Scott Borgia	Daniel Dabbelt	Qiong Wang	Greg LaCava
Edward Choper	Jim Horalek	Danny Chiu	Illia Musikhin
Steve Graff	Josh Becker	Craig Kenyon	Luiz Scheidegger
Malcolm Ferry	Chen Chen	Marco Girish	Yining Zheng
Peter Brandon	Geoff Ewart	Paul Conroy	Thomas Lee
Marshall Baldwin	Jennifer Moreira	Qinglei Wang	Laura Yip
Kyle Breton	Marcus Curtis	Felix Chan	Eric Robinson
David Cragg	Hesham Attia	Sebastian Cardoza	Steph Schlett
Jayson Cragg	Juuso Lehtinen	William Portelli	Sang Kwon
David Messina	William Clay	Michael Hubbard	Christopher Jew
Cairenn Voigt	Avinash Yadav	Blake Stephens	Morris Zborowski
Mehrdaud Nik-Ahd	Muhammad Khan	Deepak Bahree	Abel Wang
Robert Harris	Kent Carl	Casey Kirchberg	Patrick Herbert
Russell Palmer	Sanjeev Rao	Sudhir Raja	Karl Enguerra
Dean Allen	Qian Wang	Trevor Jolin	Jooyoung Chung
Samara Allen	Jooree Na	Zhongen Tao	Robert Chen
Robert Dooley	Ricardo Celedon	Byungil Kim	Tai DiMaio
Sara Denham	Albert Lavezzo	Albert Jo	Zhuo Wang
Jacek Suliga	Ian Wendt	Yu Wang	Jiangxia Liu
Ryan Colyer	Marvin Ocampo	Austin Dietz-Wainwright	Yina Wu
Cameron Colyer	Damian Robinson	Allon Rafael	Alex Trunzo
Kulwant Gill	Jeff Pesta	Scott Corder	David Mills
Anne Peled	Kyle Downs	Shawn Yan	
Mark Garcia	David Bradley	Chuxiong Shen	
Thomas Swarbrick	Kannan Subbiah	George Jiang	
Simon Revlock	Ryan Roche	Andry Supian	
Jeremy Revlock	Hok Lam Kenneth Yeung	Ankur Chandra	
Nicholas Caraballo	Paras Tumber	Theodore Janeczko	
Ruben Santamaria	Yiming Han	Nicholas Zabelin	
Dmitri Makarov	Dean Fechner	Lin Ma	
Kelly Mills	Joseph Pearson	Joao Gabriel De Oliveira Reis	
Raul Camara	Lawrence Gurley	Shan Hua	
Don Dickerson	Celina Yong	Yuxuan Li	
Karim Najjar	Taniela Havea	Eugene Lee	
Andrew Sousa	Nikhil Amin	Sergei Lysenko	
Avnesh Thakor	Ameer Karim	Bryant Harris	
Kyle Castro	Nathan Shayevich	Xu Ou	
Kishu Bhatnagar	Zeeshan Khan	David Cavanaugh	
Carol Crose	Zihao Zhao	Ching Yip	

CLUB DISCOUNTS

SHOP/SUPPLY	CITY	DISCOUNT	PHONE	WEBSITE
Alekshop	Fremont	10% Labor/Free Insp.	925-609-4559	alekshop.com
Auto Analysts	Castro Valley	10% Labor	510-582-0201	autoanalysts2.com
Bavarian Enterprises	Santa Clara	Various Parts	408-855-8000	bavarian-enterprise.com
Bavarian Motorsport	Milpitas	10% Parts	408-956-1662	bavarianmotorsport.com
Bavarian Professionals	Berkeley	10% Labor	510-524-6000	bavpros.com
Bavarian Tuning	Santa Rosa	10% Parts & Labor	707-575-3757	bavarian-tuning.com
Berkeley Motor Works	Albany	10% Labor	510-528-1214	berkeleymotor.com
Bimmers Independent	San Carlos	Various	650-591-2474	bimmersindependent.com
BTM Motorwerks	Campbell	5% Parts & Labor	408-369-1911	btmmotorwerks.com
Catalpa Street Garage	Santa Cruz	10% Parts	831-464-2269	catalpastreetgarage.com
Contra Costa Auto Srvc	Concord	10% Parts & Labor	925-798-1205	concordautorepair.net
Corporate Auto Works	Mountain View	10% Parts & Labor	650-691-9477	corporateautoworks.com
Diablo Motors	San Ramon	10% Parts & Labor	925-830-4269	diablotmotors.com
Dinan Engineering	Morgan Hill	10% Labor	408-779-8584	dinancars.com
Double 02 Salvage	Hayward	10% Used Parts	510-782-2002	002salvage.com
EDGE Motorworks	Dublin	10% Labor, Free Track Insp.	925-803-8080	edgemotorworks.com
EDGE Motorworks	Mountain View	10% Labor, Free Track Insp.	650-965-8337	edgemotorworksmv.com
Flintworks	Campbell	15% Repairs & Services	408-371-3380	flintworksauto.com
German Auto	Santa Maria	10% Parts	805-922-1262	germanautosm.com
German Auto Body	Santa Clara	\$100 off repairs > \$1,000	408-727-3368	germanautobody.com
German Auto Kraft	Belmont	20% Labor on Maint. & Brakes	650-595-2777	germanautokraft.com
German Motors Cllsn Ctr	San Francisco	\$100 off repairs > \$1,000	415-551-2639	sfgermanmotors.com
GS Tuning	Santa Rosa	10% Sales & Service	707-284-2680	gstuningbmw.com
Jam Engineering	Sacramento	Various Parts	800-526-2677	jameng.com
John Gardiner Auto	San Francisco	10% Labor	415-777-2697	jgauto.com
Life is Good Racing	Livermore	Various	925-243-9270	lifeisgoodracing.com
M Service	Walnut Creek	10% Parts & Labor up to \$100	925-932-8744	m-service.com
Milt's Service Garage	Vallejo	10% Parts & Labor	707-643-7548	miltsservicegarage.com
Nate Smith's Optimal Auto	Santa Cruz	10% Parts	831-476-1332	optimalauto.com
Phaedrus	San Francisco	10% Parts	415-567-8000	phaedrusmd.com
Pete's Inc.	San Francisco	10% Parts & Labor	415-441-5896	petesinc.com
Portola Valley Garage	Portola Valley	10% Labor	650-851-7442	pvgarage.com
RennWerks Performance	Campbell	10% Labor & 5% Parts	408-370-7480	rennwerks.com
Rossi's Tire & Auto Srvc	Salinas	Various	831-424-0011	rossitire.com
SAS German Auto	Pleasanton	10% Parts	925-846-4886	sasgermanautotech.com
SD Auto Tech	Campbell	10% Labor	408-866-0606	sdautotech.com
Sound Innovations	Union City	10% Parts	510-471-9062	soundinnovations.com
Track Star Racing	Gilroy	10% Parts & Labor	650-961-2350	trackstarracing.com
Valley Motorwerks	Rancho Cordova	10% Parts & Labor	916-636-9526	vmwerks.com
Vanguard Motors	San Francisco	10% Labor	415-255-8450	vanguardmotors.com
West Bay Bavarian	San Rafael	10% Parts & Labor	415-457-0820	westbaybavarian.com

LOCAL DEALERS

SHOP/SUPPLY	CITY	DISCOUNT	PHONE	WEBSITE
Weatherford BMW	Berkeley	Various	510-654-8280	weatherfordbmw.com
BMW Concord	Concord	10% Parts/15% Accs.	925-682-3577	bmwconcord.com
Mini of Concord	Concord	10% Parts/15% Accs.	867-704-9479	miniofconcord.com
BMW of Fremont	Fremont	10% Parts/Labor/15% Accs.	510-360-5900	bmwoffremont.com
Mini of Marin	Marin	-	415-737-0500	miniofmarin.com
BMW of Humboldt Bay	McKinleyville	10% Parts	707-839-4269	bmwofhumboldt.com
BMW of Mountain View	Mountain View	10% Labor	650-943-1000	bmwofmountainview.com
East Bay BMW	Pleasanton	10% Parts	800-505-4801	eastbaybmw.com
East Bay Mini	Pleasanton	-	866-549-5589	eastbaymini.com
BMW of Roseville	Roseville	10% Parts	916-782-9434	bmwofroseville.com
BMW of San Francisco	SF	10% Parts	415-863-9000	bmwsf.com
Mini of San Francisco	SF	20% Parts/Labor, Free Insp.	877-209-9322	minisf.com
Coast BMW	San Luis Obispo	10% Parts	805-543-4423	coastbmw.com
Peter Pan BMW	San Mateo	10% Parts	650-349-9077	peterpanbmw.com
Peter Pan BMW Parts/Srv	Burlingame	10% Parts	650-204-7600	peterpanbmw.com
Sonnen BMW	San Rafael	10% Parts	415-482-2000	sonnenbmw.com
Stevens Creek BMW	Santa Clara	10% Parts/Labor	408-249-9070	stevenscreekbmw.com
Mini of Stevens Creek	Santa Clara	-	408-260-4900	miniofstevenscreek.com
BMW of Santa Maria	Santa Maria	10% Parts	805-614-0306	bmwsm.com
Hansel BMW	Santa Rosa	10% Parts	707-545-6602	hanselbmwofantarosa.com
BMW of Monterey	Seaside	10% Parts	831-899-5555	bmwmonterey.com



Mike Gessner



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1969 / 2019

*Celebrating 50 years of BMW
enthusiasm in the Golden Gate Region*

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