

die flüsternde bombe

July 2012

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americanlemans.com



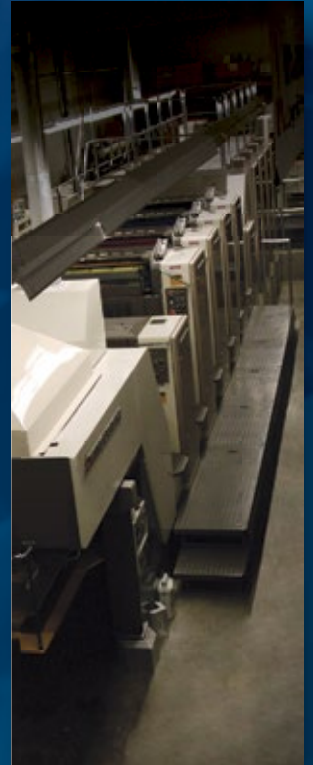
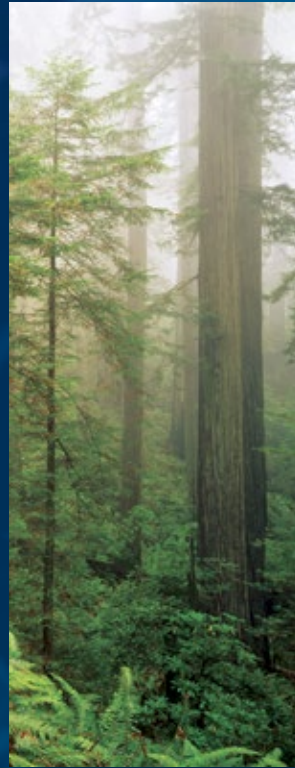
OWNE P OTELS & RESO



This issue:

- ALMS at Laguna Seca
- Cars 'n' Coffee North Bay
- Cars 'n' Coffee South Bay

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The only thing you ever want
to see your teen driver

CRUNCH!

is an orange cone at the July 28
Tire Rack Street Survival School.

It's not your father's driver-education class!

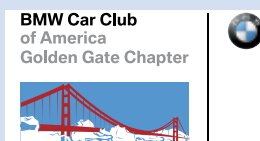
The Tire Rack Street Survival™ program is a safe teen-driving and car-control program for drivers aged 16 to 21. Using their own cars, students learn the hands-on physics of car control, pushing the limits of tire adhesion in a safe, controlled situation.

A trained driving instructor accompanies each student to provide immediate feedback while students maneuver their cars through exercises laid out with orange rubber cones in a closed parking lot. The exercises are designed to be fun, safe, challenging, and educational—and each exercise teaches a specific skill.

We teach skid control, ABS braking, accident avoidance, and emergency lane changes—among many other good driving skills and habits.

This Tire Rack Street Survival™ event is hosted by the Golden Gate Chapter, BMW CCA, and held on a site generously provided by the San Francisco Recreation and Parks Department.

- Ⓢ All students must have a valid driver's license. Sorry, no exceptions.
- Ⓢ No minivans, SUVs, or SAVs allowed (this includes X3, X5, and X6).
- Ⓢ Saturday, July 28, 8:00 a.m. to 5:30 p.m. at Candlestick Park. Look for us in the parking lot!
- Ⓢ \$75 includes event fee, lunch, and a one-year membership to the BMW CCA.
- Ⓢ Advanced online registration required: www.StreetSurvival.org
- Ⓢ For more information, or to volunteer to help, contact: CarControl@ggcbmwcca.org



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VOLUME 41, No. 6 JULY, 2012



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On the cover

BMW Team RLL races for the flag at the American Le Mans Series at Laguna Seca in May.

Photo by 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

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

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BMW CCA

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

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

BMW CCA mailing address:

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

MEMBER UPDATES

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

PRIVACY STATEMENT

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

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

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

PUBLISHING

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

MAGAZINE AD RATES PER MONTH:

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

Commercial Advertising:

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

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

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



The North Bay region of our chapter has been hopping with social events the last few weeks. I'm so happy to live in Sonoma, where our North Bay Rep, Paula Williamson, takes such good care of us! In addition to her scenic driving tours, she put on a fun Cars 'n' Coffee event in San Rafael (see article this issue) and a great corral at the Sonoma Historics held at Race Sonoma, the recently-dropped-naming-rights track formerly known as Infineon Raceway, and better known by its original name, Sears Point.

The Sonoma Historics weekend always kicks off with a wine tour conducted by the race organizers. Tamara Hull and I decided to join the tour this year and have some fun in Bill Arnold's Targa Newfoundland race-winning Bavaria—the FrankenBav. It's loud and uncomfortable, but it made a big impression! The tour stopped for lunch at Keller Estate Winery in Petaluma, where part of the owner's impressive car collection was on display for us.

As you may remember, last year's Sonoma Historics corral was washed out by all-day rains. A few diehard spectators huddled in their cars at Turn Seven and watched the few diehard racers tiptoe around a slick track in their expensive vintage race cars. Fortunately for everyone, this year was completely different in all the best ways! The weather was beautiful, we were back in our usual spot above Turn 3A, and our cars were clean.

Paula had worked for months to make our corral a true hospitality tent, and even acquired sponsorship for balloons and snacks. She had an enthusiastic young minion, Rich Ryan, bring the chapter's five EZ-Ups, some tables, and chairs from the trailer. Our East Bay rep, Mary Sandkohl, helped set it all up. They all did such a good job that the track folks said it was the best club corral there! Our sponsors, Berkeley Motor Works, Edge Motor Works, and Auto Analysts II, provided service-discount coupons for the attendees; thank you all so much! And thank you to the track management, who handed out free NASCAR tickets at the gate.

The races were great, too. We brought our chapter banner, tied it to the fence, and waved it for our favorite BMWs on track: John Fitzpatrick's gorgeous 1939 328 and the fabulous CSLs of Gianluca Rattazzi and Steve Walker. Unfortunately, BMW of San Francisco-owner Henry Schmitt's 1977 CSL had some issues and didn't start the race. And though they weren't BMWs, we all loved the thunder of the Can-Am and Trans-Am cars. You can read more about this event in the August *Bombe*.

Our next race corral at Sears Point is in September, when the World Touring Car Championship makes its U.S. debut. There will be BMWs racing, so save the date!

What's coming up this month? Next up is our chapter Summer Picnic on July 14. Dave and Bonnie Bell are opening their beautiful home to us again. (I don't know why, but Bonnie says she likes our crowd of not-so-juvenile delinquents.) You haven't lived until you've seen Regional VP Jeff Cowan holding court in the pool, glass of wine in hand! Don't delay, sign up now!

Another tour from Paula will be the Lake Sonoma Backroads Tour on July 21—driving from Fairfield to Lake Berryessa to lunch at the Francis Ford Coppola Winery. Bring a bathing suit and find out if they really fill the pool with wine!

On the last weekend of the month, we're ecstatic to be finally putting on another Tire Rack Street Survival teen driving clinic. This July 28 clinic is the first one we've been able to afford to put on in several years; this clinic was made possible because the San Francisco Parks & Recreation department donated the use of Candlestick Park for this great cause. Thank you, thank you! I believe that teen clinics are the best thing we do; many parents have told us how grateful they are that these clinics have taught their kids to be better and safer drivers.

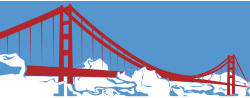


By Donna Seeley, President

August will bring a slew of events as well, including the popular Pinnacles driving tour, and the celebrated Monterey sports-car week, where BMW CCA members have had an organized gathering for 25 years now! See the announcement page and the ad to sign up for our German-marque car show, Legends Of The Autobahn, at Rancho Cañada, and BMW-only parking corral—Festotics—at the Motorsport Reunion at Laguna Seca.

Not to scare you with how quickly this year is going by, but it's already time to send me pictures for the 2013 Cars Of GGC Calendar! I love putting it together, seeing cars I know and cars to look for later at our events. So start planning your baby's beauty shot now, and make your car a pin-up! Entries are due October 15.

Before the end of the year, you owe it to yourself to get out to one of the many great events this bustling chapter puts on. The summer months are packed full of things to do with the Club, so come out and enjoy the wonderful weather and make some new friends! **GGC**



CALENDAR OF EVENTS

» JULY

Jul 7	Cars & Coffee Starbucks, Santa Clara ggcbmwcca.org	GG Chpt Eric Ries SocialDirector@ggcbmwcca.org
Jul 14	GGC Summer Party Private Residence, Los Altos Hills ggcbmwcca.org	GG Chpt Jeff Cowan rvp@bmwcca.org
Jul 14	Autocross Test & Tune Marina Municipal Airport, Marina ggcbmwcca.org	GG Chpt Jeff Roberts autocross@ggcbmwcca.org
Jul 19	Board Meeting Round Table Pizza, San Mateo ggcbmwcca.org	GG Chpt Donna Seeley president@ggcbmwcca.org
Jul 21	Lake Sonoma Backroads Tour Lake Sonoma, Geyserville ggcbmwcca.org	GG Chpt Paula Williamson NorthAreaRep@ggcbmwcca.org
Jul 28	Street Survival School Candlestick Park, San Francisco ggcbmwcca.org	GG Chpt Canyon Chan CarControl@ggcbmwcca.org
Jul 29	SLO: Ojai Road Trip Santa Maria ggcbmwcca.org	GG Chpt Dennis Harrold SLOAreaRep@ggcbmwcca.org
Jul 29	Autocross Candlestick Park, San Francisco ggcbmwcca.org	GG Chpt Jeff Roberts autocross@ggcbmwcca.org

» AUGUST

Aug 4	Pinnacles Driving Tour Pinnacles National Park, Paicines ggcbmwcca.org	GG Chpt Ian Dunn MembershipChair@ggcbmwcca.org
Aug 11	Cars & Coffee Starbucks, Santa Clara ggcbmwcca.org	GG Chpt Eric Ries SocialDirector@ggcbmwcca.org
Aug 16	Board Meeting Round Table Pizza, San Mateo ggcbmwcca.org	GG Chpt Donna Seeley president@ggcbmwcca.org
Aug 17	Legends of the Autobahn* Carmel Valley legendsoftheautobahn.org	Central Cal Jacque Bechek jbechek@bmwcca.org
Aug 18-19	BMW CCA Festorics* Monterey festorics.org	GG Chpt Jacque Bechek jbechek@bmwcca.org
Aug 25	Autocross Marina Municipal Airport, Marina ggcbmwcca.org	GG Chpt Jeff Roberts autocross@ggcbmwcca.org

» SEPTEMBER

Sep 9	Napa Valley Winery Tour Napa Valley ggcbmwcca.org	GG Chpt Paula Williamson NorthAreaRep@ggcbmwcca.org
Sep 15	SLO: Service Seminar BMW of Santa Maria, Santa Maria ggcbmwcca.org	GG Chpt Dennis Harrold SLOAreaRep@ggcbmwcca.org
Sep 17-23	BMW CCA Oktoberfest* Mid-Ohio Sports Car Course, Columbus, OH bmwccaofest.org	BMW CCA

Sep 20	Board Meeting Round Table Pizza, San Mateo ggcbmwcca.org	GG Chpt Donna Seeley president@ggcbmwcca.org
Sep 21-23	FIA WTCC Corral Infineon Raceway, Sonoma ggcbmwcca.org	GG Chpt Donna Seeley president@ggcbmwcca.org
Sep 22	Autocross Marina Municipal Airport, Marina ggcbmwcca.org	GG Chpt Jeff Roberts autocross@ggcbmwcca.org

» OCTOBER

Oct 7	Womens Wine & Spa Day TBD ggcbmwcca.org	GG Chpt Paula Williamson NorthAreaRep@ggcbmwcca.org
Oct 18	Board Meeting Round Table Pizza, San Mateo ggcbmwcca.org	GG Chpt Donna Seeley president@ggcbmwcca.org
Oct 20	Car-Control Clinic Candlestick Park, San Francisco ggcbmwcca.org	GG Chpt Canyon Chan CarControl@ggcbmwcca.org
Oct 21	Autocross Marina Municipal Airport, Marina ggcbmwcca.org	GG Chpt Jeff Roberts autocross@ggcbmwcca.org
Oct 28	SLO: North County Tour San Luis Obispo ggcbmwcca.org	GG Chpt Dennis Harrold SLOAreaRep@ggcbmwcca.org

» NOVEMBER

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

» DECEMBER

Dec 1	Solvang Motorcycle Museum Solvang ggcbmwcca.org	GG Chpt Dennis Harrold SLOAreaRep@ggcbmwcca.org
Dec 20	Board Meeting Round Table Pizza, San Mateo ggcbmwcca.org	GG Chpt Donna Seeley president@ggcbmwcca.org

* Indicates a regional or national Club event

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



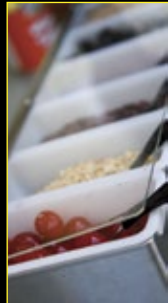
chapter summer Party!

JULY 14

Mark your calendars and get set for some fun in the sun!

- Lush setting at an incredible private home in Los Altos!
- Feast on BBQ and make-your-own hot fudge sundaes!
- Play in the pool... or dine in the pool!

Bring the whole family— it's always the best gathering of the year! See the calendar listing at GGC website for online registration: \$32/person.



BMW CCA

BMW Car Club of America

Monterey Weekend



Legends of the Autobahn Friday, August 17

- Rancho Cañada Golf Club in Carmel Vally
- Featuring BMW, Porsche, Mercedes-Benz & Audi Clubs
- Big Sur driving tour
- Barbeque dinner

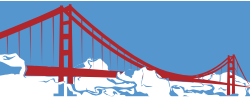


Motorsport Reunion at Laguna Seca Saturday / Sunday, August 18 & 19

- Vintage Races at Mazda Raceway Laguna Seca
- BMW Corral at Turn Five
- Catered Lunch at our BMW CCA Spaten hospitality tent

To register — visit www.festorics.org OR www.legendsoftheautobahn.org





ANNOUNCEMENTS

BOARD MEETINGS

July 19, 7:00 p.m.

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

Donna Seeley: president@ggcbmwcca.org

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

CARS 'N' COFFEE: SOUTH BAY

July 7, 9:00 a.m.–12:00 p.m.

Starbucks, 3551 Homestead Road, Santa Clara

Eric Ries: SocialDirector@ggcbmwcca.org

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

Upcoming C'n'Cs: August 11

GGC SUMMER PARTY!

July 14

Driving tour starts 9:00 a.m. at Lot 2 at Cañada College

Barbecue starts around noon at a private residence, Los Altos Hills

Online registration required

Last day to register: Wednesday, July 11

Bring the whole family out for our chapter's annual summer picnic, preceded by an optional driving tour through the Santa Cruz mountains. This is always the best gathering of the year, and it's open to all members—it's a fantastic introductory event for first-time Club participants. You can choose to participate in the driving tour, the barbecue party, or both. All you need is your car, a full tank of gas, and a swimsuit.

The tour will take place on public roads and will be driven at a spirited pace—but please save your racer aspirations for the track! To participate in the tour, gather at Lot 2 at Cañada College at around 9:00 a.m. to socialize and sign waivers. Everyone, including passengers, must sign waivers, and parents must sign a minor waiver for their children. At 9:45 we'll have a drivers' meeting, and then depart promptly at 10:00 to traverse some engaging roads through our mountainous peninsula.

We'll arrive around noon for the barbecue party, where Dave and Bonnie Bell have once again graciously invited

the chapter to their home for the barbecue and pool party. The feast awaiting us includes ribs, grilled chicken, potato salad, mixed green salad, rolls, and baked beans. After gorging yourself, you can cool off in the pool or relax in the hot tub. To participate in the barbecue party, you'll need to register online via the calendar listing at our website.

Registration is open until July 11! The cost per person is \$32. This is always a very popular and well-attended event. Don't miss out!

AUTOCROSS TEST & TUNE

July 14, 8:00 a.m. – 5:00 p.m.

Marina Municipal Airport, Marina

Registration closes July 11

Autocross team: autocross@ggcbmwcca.org

Join us for another open-test and practice day at Marina. This is an open-format event: no run groups or car classes assigned, just plenty of opportunity for tuning and practice—and fun driving, of course!

We plan to offer two tuning exercises:

- 1) Figure eight/skidpad (dual purpose exercise)
- 2) Mini-autocross course that will include various elements you can expect to see during a competition event.

The timing equipment will be set up with the display at the finish so you can run the course and see if your tuning tweaks are making you faster.

We will start set up around 8:00 a.m. and expect to open the test areas by 9:00 a.m. Any help setting up is always appreciated! Donuts will be provided to fuel the setup crew, so come early and lend a hand. Upon arrival, you will be required to check in at the trailer, sign the waivers, have your helmet checked, and get a wrist band. Only registered people will be allowed on site—no guests.

Participants are welcome to come and go throughout the day; you can run the exercises as often as you want. Even if you cannot tune your car's suspension, running the mini course is a great way to practice for our next competition event two weeks later.

LAKE SONOMA BACK-ROADS TOUR

July 21, 8:30 a.m.– all day

Meet: Crepes-N-More, 620 Jackson St., Fairfield (crepes-n-more.com)

Paula Williamson: NorthAreaRep@ggcbmwcca.org

RSVP by July 15

The day will start with breakfast at Crepes-'N'-More in Fairfield—please bring cash (average price is \$9–\$16 per person). The drive to Lake Sonoma will be along back roads via Lake Berryessa to Route 120 up to Geyserville. The drive is about 120 miles one-way; it will take three to four hours, depending on the lengths of stops, and we'll run at a pace that will let you enjoy both the scenery and winding roads. There are many wineries in this area for those who wish to explore on their own.

After a stop at Lake Sonoma for photos, we will end the tour with lunch at the beautiful **Francis Ford Coppola Winery's Rustic Restaurant**. Prepare to be wowed with the Rustic's outdoor terrace overlooking the picturesque Alexander Valley—and by their gourmet cooking! A bar adjacent to the



restaurant also serves a full complement of cocktails, and they have an extensive wine-and-beer list.

Alternatively, at the Poolside Café, swimmers and sunbathers alike are welcome to pull up a seat at the outdoor café located just steps from the pool and park area. The café serves a selection of summertime fare, including salads, paninis, and gelato. They'll even deliver your order directly to your poolside lounge chair! (Note: Pool passes are NOT required to dine at the Poolside Café, but a pool pass must be purchased—\$10-\$20—to use the pool and patio.) Our route home is a straight shot back down 101 at the end of the afternoon.

More detailed information will be provided on the date of the tour. Please RSVP by July 15 so we have a head count for our breakfast reservation.

TEEN STREET SURVIVAL DRIVING SCHOOL

July 28, 8:00 a.m. –5:30 p.m.

Candlestick Park parking lot

Canyon Chan: CarControl@ggcbmwcca.org

www.StreetSurvival.org

It's not your father's driver-education class! The Tire Rack Street Survival™ program is a safe teen-driving and car-control program for drivers aged 16 to 21. Using their own cars, students learn the hands-on physics of car control, pushing the limits of tire adhesion in a safe, controlled situation.

A trained driving instructor accompanies each student to provide immediate feedback while students maneuver their cars through exercises laid out with orange rubber cones in a closed parking lot. The exercises are designed to be fun, safe, challenging, and educational—and each exercise teaches a specific skill.

We teach skid control, ABS braking, accident avoidance, and emergency lane changes—among many other good driving skills and habits. This behind-the-wheel training is the best way to teach kids the basics of car control—and it's fun! When you understand how and why your car responds to what you're doing behind the wheel, it makes you a better driver—in all situations.

But attitude and good habits are as important as quick reaction time. Street Survival™ students become better observers of traffic situations. They learn to “get the big picture,” looking far enough ahead down the road to anticipate the actions of other drivers. With greater skills and awareness comes greater confidence—and responsibility. It's all about improving skills, not competing; there is no stopwatch, no head-to-head competition with other drivers. Safety is our prime concern—and we want our students to take away the kind of attitude that makes them safer drivers on the highway.

This Tire Rack Street Survival™ event is hosted by the Golden Gate Chapter, BMW CCA, and held on a site generously provided by the San Francisco Recreation and Parks Department.

All students must have a valid driver's license. Sorry, no exceptions.

The following types of vehicles are not allowed: high-center-of-gravity vehicles (HCGs) such as SUVs,

SAVs, trucks, Jeep-type vehicles, and minivans. Sorry, no exceptions.

\$75 includes event fee, lunch, and a one-year membership to the BMW Car Club of America.

Space is limited. Advance online registration is required: www.StreetSurvival.org

For more information, or if you are interested in volunteering to help at the event, please contact: CarControl@ggcbmwcca.org. Also see the FAQ page at www.streetsurvival.org/frequently-asked-questions.php.

OJAI TOUR

July 29, 9:30 a.m.–1:30 p.m.

Starbucks, 1201 E. Main Street, Santa Maria (next to 101)

Dennis Harrold: SLOAreaRep@ggcbmwcca.org

Join us for a day of great roads and scenery as we journey to Ojai via the Pine Mountain Loop. Meeting time is 9:30 at Starbucks. Our route will include Highway 166 to Cerro Noroeste Road, the start of the Pine Mountain loop. The first fifteen miles are very scenic—the road runs along a ridge above the Wind Wolves Preserve. We'll have a rest stop and stretch at the Pine Mountain Golf Course coffee shop, then continue south to Lake Of The Woods and turn west onto Lockwood Valley Road. From there we take Highway 33 south to Ojai, reaching our lunch destination—Suzanne's—around 1:30. It's “free form” after that, and the hardcore drivers will want to return on Highway 33.

GCC AUTOCROSS

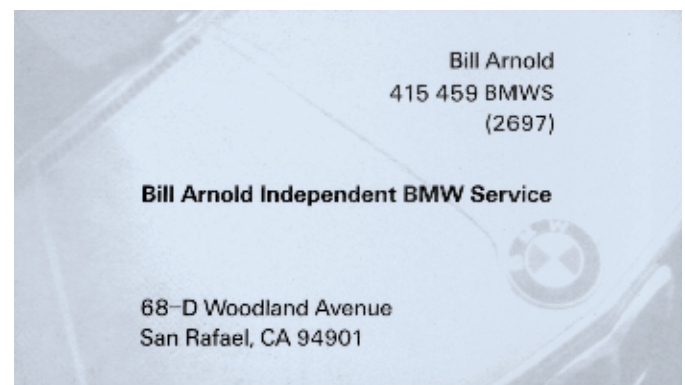
July 29

Candlestick Park, San Francisco

Autocross team: autocross@ggcbmwcca.org

Going to the Street Survival school? Why not practice your newly learned skills the very next day?! Autocross events are low-to-medium-speed auto-racing meets that are often run in parking lots and on airport runways. Generally, a course will be defined using traffic cones. One at a time, drivers negotiate the course, testing their skills against the clock. Time penalties are charged for disturbing cones, with a penalty of one second per cone. As a rule, each driver takes six or seven runs at an event, and is awarded the best time of all runs taken.

This is an inexpensive, safe way to experience racing. It develops your driving ability, and helps you discover your car's capabilities and limitations—making you a better,



safer driver on the road. Many would-be race drivers use it as a jumping-off point into the sport of road racing, but the greatest thrill of autocross is the challenge of beating your own “personal best” time. It’s fun! Want to learn more? Check out our Autocross Primer at ggcbmwcca.com under Driving Events>Autocross, or visit bmwautocross.com.

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

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

Registration is only at MotorsportReg.com

Upcoming dates:

- August 25 (Marina)
- September 22 (Marina)
- October 21 (Marina)
- November 3 (Top Driver Shootout: Marina)

PINNACLES DRIVING TOUR

August 4, 9:00 a.m. – all day

Meet: Los Gatos (TBA)

Pinnacles National Monument, 5000 Highway 146, Paicines

Ian Dunn: MembershipChair@ggcbmwcca.org

It’s been a few years since we’ve done this tour, so save the date! There won’t be a group hike this year, but the picnic tradition continues!

More details to come as plans develop.

BMW CCA MONTEREY WEEKEND 2012

August 17-19

Monterey area

Jacque Bechek: jbechek@bmwcca.org

tiny.cc/BMW_CCA_MontereyWknd_2012

LEGENDS OF THE AUTOBAHN

August 17

Rancho Cañada, Carmel Valley

www.legendsoftheautobahn.org

The Legends Of The Autobahn concours began in 2009 as a stand-alone BMW event. Recognizing the potential for an even bigger German-alternative event during the annual Monterey sports-car week, event organizers invited the Porsche and Mercedes-Benz clubs for the 2010 event—and we are pleased to announce the addition of the Audi club for 2012.

Now in its fourth year, Legends Of The Autobahn has become a local and regional sensation; in fact, in 2011, it saw the North American debut of the BMW 328 *Hommage* concept car, gaining international recognition.

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



MSR Reg Page

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

A special lunch will be available, or you may bring your own picnic lunch. Event shirts are also available.

Please register early for this event, as space is limited. You may register your car and pre-order lunches and event T-shirts.

BMW CCA BARBEQUE NIGHT

August 17

Rancho Cañada, Carmel Valley

This year’s Club dinner is a much more casual affair at Rancho Cañada. Follow up the Legends concours with a barbeque dinner of chicken, tri-tip of beef, barbecued ribs, six assorted salads, corn on the cob or fresh vegetable medley, chili beans or chef’s-choice starch, and garlic bread or warm rolls and butter; there’s a coffee-and-hot-tea station, and we’ll finish with a chef’s-choice dessert.

BMW CCA FESTORICS

August 19–21

Mazda Raceway Laguna Seca, Monterey

www.festorics.org

This year’s legendary BMW CCA Festorics at the Monterey historic races—now called the Rolex Monterey Motorsports Reunion—celebrates *Unendliche Freude* (infinite joy): roadsters from the 507 to today’s Z models. After all, BMW’s unending joy is as relevant today as it was yesterday!

This annual event celebrates the mystique of BMW and our appreciation of the marque. Set for August 19-21, the Festorics features a two-day parking corral with hospitality tents overlooking Laguna Seca’s Turn Five. Enjoy a catered lunch Saturday and Sunday, and special events in our exclusive trackside BMW CCA hospitality tent. You’ll want to be present for the Saturday drawing to win a two-day M Driving School at the BMW Performance Center!

NAPA VALLEY WINERY TOUR

September 9

Paula Williamson: NorthAreaRep@ggcbmwcca.org

Save the date. More details to follow as our plans develop for this fun tour!

43RD ANNUAL BMW CCA OKTOBERFEST

September 17-23

Columbus, OH

BMW CCA, bmwccaOfest.org

Driving school? Rally? Autocross? Gymkhana? For BMW fanatics, there's nothing like our annual BMW CCA Oktoberfest celebration. Every year, hundreds gather from around the country to celebrate the joy of owning a BMW. There's something for everyone, whether you love to compete—on and off the track at Mid-Ohio Sports Car Course—improve your driving skills, or just have a good time. If you're a racer, a tuner, or a cruiser—or if you just love BMWs—you won't want to miss Oktoberfest 2012!

FIA WTCC CORRAL

September 21-23

Infineon Raceway, Sonoma

Donna Seeley: president@ggcbmwcca.org

Keep your calendar open for this weekend, because plans for a BMW CCA parking corral are in the works as the FIA World Touring Car Championship comes to American soil for the first time at Sonoma's Infineon Raceway. The WTCC, one of the four World Championships ruled by the Fédération Internationale de l'Automobile, features the best in touring car-racing, with models such as BMW, Chevrolet, SEAT and Volvo.

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

WOMEN'S WINE & SPA DAY

October 7

Save the date! More details will be posted shortly as they become available.

CAR-CONTROL CLINIC

October 20 (Marina)

Marina Municipal Airport, Marina

CCC Team: carcontrol@ggcbmwcca.org

Car-control clinics are among our Club's greatest community services. Because of these courses, there are now many better and safer drivers who share the road with you and me. Why don't you become one of them, too?

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

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

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

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

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

THUNDERHILL DRIVING SCHOOL!

November 9-10

Thunderhill Raceway Park, Willows

Kelly Collins: TrackSchools@ggcbmwcca.org

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

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

Check the website for additional details.

GGC FACEBOOK PAGE/TWITTER

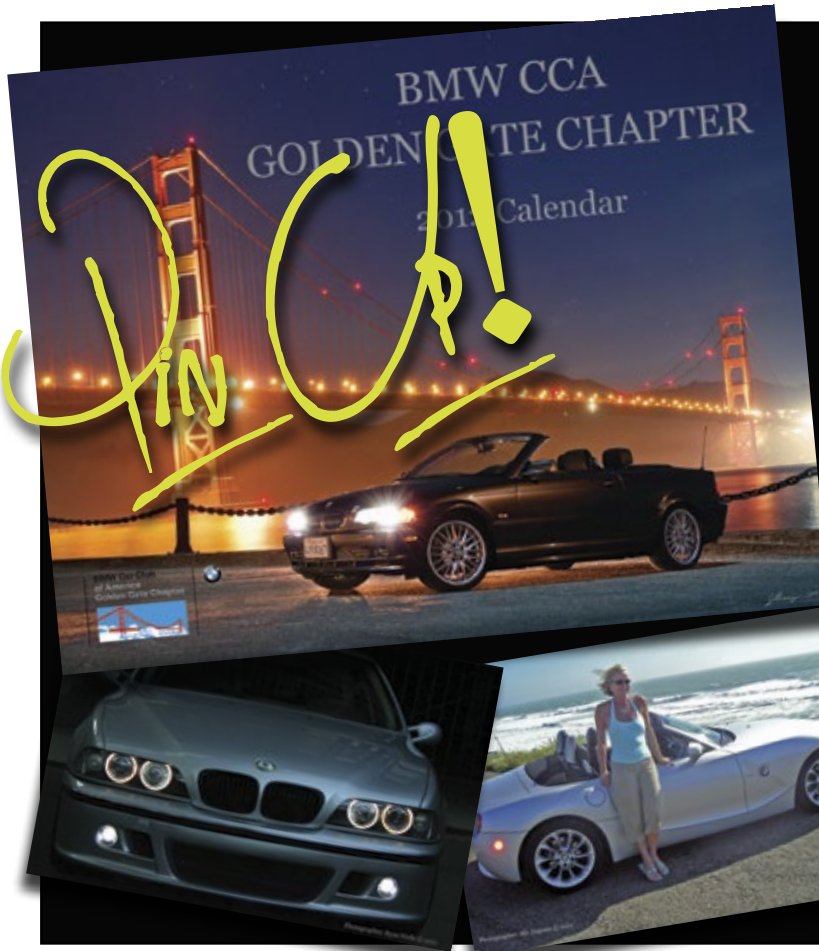
Thanks to everyone who "likes" the Golden Gate Chapter BMW CCA on Facebook! At this point, there are 1,156 of you—and the numbers keep growing! Our Facebook page can help you to stay up to date on the latest chapter happenings: news, social events, and driving events.

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

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

CHAPTER MERCHANDISE

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



2013 GGC Calendar Photos

We need twelve months of photos and a cover to fill our annual print calendar, so dig through your favorite beauty shots for the photo you want immortalized in print!

Send your photos to GGC president, Donna Seeley, before October 15: CarsOfGGC@gmail.com

Requirements:

- No cars from previous calendars, but their stablemates are welcome
- Large landscape format (at least 11.5" wide by 9.0" tall)
- High-resolution image (150+ dpi)
- JPEG or PNG format only

If you send links, make sure each link is to one full-resolution picture.

Please include the following information in your email:

- Car year and model
- Owner's full name
- Location and date of the picture (extra credit for GGC events; double extra credit if Donna's car is also in the shot!)

Important: We must have the photographer's permission to publish the picture. If you didn't take the picture, please get permission before you submit it, and include the photographer's name.



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ALMS AT LAGUNA SECA

By **Aleksey Kadukin**

In the past, the American Le Mans Series (ALMS) races at Laguna Seca have been tough on both BMW race teams and spectators. Teams have suffered through mechanical issues, challenging passes in dense traffic, and hot-headed competitors. Spectators have braved a wide variety of weather conditions; we've learned to bring tons of sunscreen, warm clothes, and raincoats—and to be ready to use them all, sometimes simultaneously!

American
LE MANS
Series

Fortunately, last year's race broke the trend with nice early-Fall weather and a decent result for BMW Team Rahal Letterman Lanigan (RLL)—a result that secured the drivers' championship for Joey Hand and Dirk Müller.

This year, the ALMS race at Laguna Seca comes earlier on the schedule than last year, but the battle for the top spots in the GT class is already fierce. The V8-powered BMW E92 M3 is facing tough competition from an updated



Porsche 911 GT3 RSR, the Ferrari F458 Italia, the Corvette C6 ZR1, and couple of new players on the block: Aston Martin Vantage and Lotus Evora. In fact, the BMW is one of the oldest cars in competition this year. However, the newest ride does not necessarily provide an edge for winning the championship; team experience, the driver pool, and factory support all play crucial roles in endurance racing.

BMW CCA members are lucky; we have a good long-term relationship with the ALMS series, Mazda Laguna Seca Raceway, and BMW Team RLL. And because of our

long involvement at the track, we have the privilege of a permanent viewing and parking corral at Turn Five, where, in the early-morning chill of race day, the tireless corral organizer, Pat deWitt, and her brave volunteers arrive to decorate the corral with flags, check the TV feed, and lay out the BMW parking spaces.

The closest parking spots fill quickly with a variety of great-looking cars, covering wide range of BMW history, from 3.0CSi to the latest F10 5 Series. The M cars always get a lot of attention at the ALMS corral, since their next of kin are racing just several feet away over the fence. It's exciting to see just what that M badge means on the shiny civilian cars!

A popular tradition born several years ago continues today: BMW CCA members are treated to an exclusive tech talk and Q&A in the paddock at the BMW Team RLL tent right before the race. It's important to reach that destination in style, so deWitt always organizes a BMW-fan parade walk from our corral to the paddock. She presides over the parade riding in an electric golf cart driven by Wayne Griffith, while carrying BMW Motorsport flag for all to proudly follow. Then we gather inside the team tent to be welcomed by Larry Koch, the motorsports manager of BMW NA. Koch introduces the team drivers: Bill Auberlen, Joey Hand, Dirk Müller, and Jörg Müller. They talk to the fans and answer several questions.

It's a thrill for the fans to have this access to their favorite drivers, and everyone appreciates the time BMW Team RLL spends with us—especially since the entire race schedule has been compressed due to unusually heavy fog in the morning, so the teams have far less time to prepare for the race. BMW Team RLL's hospitality is truly amazing, proving that BMW really cares about fans and Club members.

Despite the lack of time, Koch finds a few minutes to answer a few more interesting questions. With the unusual situation of Joey Hand competing in both Ger-

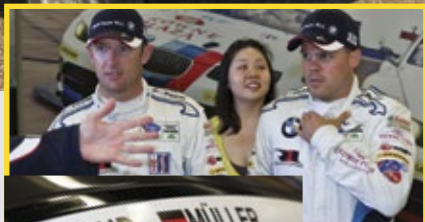
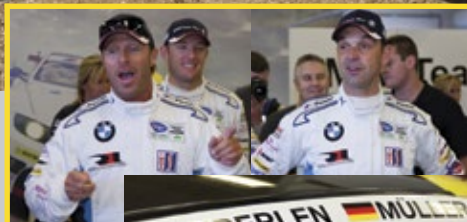




Larry Koch, BMW NA motorsport manager



Bobby Rahal, RLL team co-owner



many's DTM (*Deutsche Tourenwagen Meisterschaft*) series and the ALMS for BMW this season, people ask about the similarities and differences between the two series. Besides obvious commonalities such as four wheels and a roundel on the hood, the structure is completely different: DTM cars are tube-frame prototypes, while ALMS GT cars use production-based bodies and components.

As for the differences between a stock E92 M3 and an ALMS M3 GT2 racer, Koch points to several things. "While the race car is based on a production chassis, body shell, and casting of a production-based four-liter engine," he says, "the interior is fully stripped and braced, the suspension is modified, the engine and transmission use custom settings, and most of the body panels are replaced with lightweight parts. The body's aerodynamics are adjusted constantly; the famous wide-body panels change every year." Siting an example, he adds, "The 2012 M3 GT2 is very different from 2011 version, even if looks almost the same to the casual eye; a majority of the components were reworked during the off-season to improve the teams chances of defend the ALMS championship. By partnering with Dunlop, we are working hard to provide

better tires as well—we've been extremely pleased with outcome and improvements so far."

Following the session, we are allowed to participate in a pre-grid walk. This is Nirvana for fans—it's your best chance to see all the race cars and teams side-by-side in close proximity. The walk attracts a huge crowd, and surviving the mob takes some skill if you're carrying heavy photo equipment. It becomes something akin to an autocross: plan strategically, look ahead, transfer your weight skillfully, be patient, find the best gap between the hordes for a good shot—while dodging arms and legs—hope that famous driver turns your way, and press the shutter button. Proceed to the next car.

But most important, don't forget to cheer the teams and wish good luck to the drivers. When else are you going to get this kind of opportunity up close and personal?

The public is cleared from the pre-grid before the race can start. This race, typical of many races at Laguna Seca, opens with a flurry of car-to-car battles and occasional off-track excursions. The sleek Aston Martin coupe leads the GT class for some time, but eventually falls back behind more experienced teams. The lightweight



Evora suffers mechanical failure, leaving the game for the GT-class podium to be played by veteran players: BMW, Corvette, Ferrari, and Porsche. Laguna Seca is also famous for yellow-flag warnings—and this race is not an exception. As Koch told us during the fan talk, “It will be a six-hour sprint,” meaning the yellow flags can wipe out intermediate achievements and pit-stop success, resulting in drivers engaging in close combat with rivals over and over again. Seeing a train of race cars come flying down through the Corkscrew at high speed, bumper to bumper, is a breathtaking experience!

While the drivers’ attention is solely on the six-hour race, the race fans get to enjoy the attractions Laguna Seca provides in addition to the race. Car-manufacturer displays, vendors, food courts, and various activities occupy the inner part of the track. There’s a long list of activities to tempt this year’s participants: an off-road ride aboard the latest Land and Range Rovers, a chance to touch the Moon—a rock from our neighborhood satellite—at the NASA display, the driver’s seat of a virtual race car to experience Laguna Seca in a super-realistic video game, and many more activities.

Mazda displays an interesting proposition for those feeling the need to go racing: a Mazda 2 B-Spec race car. It’s probably the cheapest way to own a factory-made and fully backed-up race car, as the full package costs below \$40,000.

Vendors offers racing attire, T-shirts, souvenirs, scale-model cars, books, detailing products, and sign-ups for driving schools. You could spend a whole day exploring

the Yamaha marketplace, accompanied by an endless whirl of race-engine screams and exhaust notes thundering all around you.

But of course the main reason for being here is the race. BMW Team RLL plays a great game through the entire race, leading the class for a while and employing good pit-stop strategy, careful and clean driving, and amazing teamwork. Everything is playing in favor of the BMW team taking the top spots at the podium. But an endurance race at Laguna Seca can be full of surprises.

The final battle for GT class forms less than ten minutes before the finish; a yellow flag bunches up the pack, and two Corvette drivers are able to squeeze by for first and second place in class. The BMWs finish third and fourth several seconds later, but at least that gives them points toward the championship.

It’s still just the middle of the ALMS season, and nothing has been settled yet. So let’s cheer for BMW Team RLL and our drivers, and wish them the best of luck for the next seven races of the season! **GBC**



NORTH BAY CARS 'N' COFFEE #1

By Paula Williamson

Sipping coffee, casual chatter, and a lot of laughter marked our relaxing Sunday morning on May 27. It was GGC's first North Bay Cars 'N' Coffee event—and although we were small in numbers, it was quality over quantity!

As the first to arrive, I chose a space right in front of the coffee shop. As I sat for a moment in the car, I wondered how many people would join us on this long Memorial Day weekend. While I'd had several RSVPs, it just felt like such a lazy Sunday that I thought people might have changed their plans. Fortunately, my fears were for naught, and a great group of people showed up.

The first to arrive was Nick Chase in a wonderful old classic E28 528i, which was originally owned by his grandparents. Nick has four BMWs, three of which are older than he is! What a knowledgeable young man he is; he works on his own cars at school, and was able to hold a strong technical conversation with our legendary mechanic, car builder, and racer, Bill Arnold—impressive!

Tom Spoja, with his lovely white 135i, was still energized by his first car-control clinic the week before. I'm glad he joined us for the meet-up, as I really enjoyed Tom's company and his feedback on our clinic.

Tammi Hull, GGC's Treasurer For Life, relayed humorous stories of her experiences with her new cell phone (see sidebar). Our other North Bay board member, Donna Seeley—our always-smiling chapter president—stopped in to charm us with her entertaining stories and giggles galore.

It was great spending some quality time talking with Z3 coupe-driver Alan Macias and Marilyn Fong. They're members I'd seen around the track many years ago, but I'd never had the chance to talk with them, so meeting them here made for the perfect opportunity to get to know them.

So there you have it: our first Cars 'N' Coffee event for the North Bay! It was fun to meet fellow local BMW Club members and get to know each other a little. Keep an eye on the calendar and join us at the next meet-up to share our mutual passion for BMWs over a casual cup of coffee! **GGC**



The Perils of Freebies

My eight-year-old son, Derek, loves my new Droid phone because he can get all kinds of games on it—racing games, natch! But he is only eight, so he doesn't fully understand the concept of spam; and since I won't let him purchase any games, all of his games are free. That means they have pop-up ads.

One day, after a long day of work during tax season, I came home and asked my partner, Bill Arnold, if he'd seen my phone—I hadn't seen it all day. We eventually called my number in order to find it. When I located the phone, I saw that there was a photo of a nearly-naked woman on it as my new screensaver!



I tormented Bill about it before it occurred to me that he has no idea how to even operate the apps on my phone. After all, I have to help him find where missed calls are on his phone! So I go looking into my screensaver folder, and I'm shocked to find hundreds of photos of nearly-naked women. What the—?! I also notice that I have hundreds of "games" that are "puzzles" of women—brunettes, blondes, you name it. The photos in my screensaver folder are screenshots from these games.

One by one I delete all of the "games" and screensavers. I even delete all of the screensavers from the valid racing games.

Wondering how this happened, I ask Derek. He has no idea how they got there... but he mentions that he had clicked on an offer for a free iPad, and thinks maybe that's when it happened. He gets a big lecture about not clicking on anything that offers anything for free, and he is reminded that he's only to play

his games—not click on anything else, not even to download any more games without checking with me first. The threat of losing the privilege of playing on my phone seems to convince him.

Fast-forward to the day before the Cars 'n' Coffee: I'm at our new house waiting for the appliances to be delivered. I'm bored, and decide to play a game on my phone, but I accidentally hit the photo folder. Up pops another photo of a nearly-naked woman! It turns out that there are still hundreds of these images in my photo folder! Again I have to go through one by one to delete them—and I notice that all the shots are of the same four Japanese women. They only smile when they are fully clothed.

While the whole mess is a comical tale of childhood innocence, it was an odd experience to go from shock and annoyance to feeling so sad for these women by the time I was done deleting the images.—Tammi Hull

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CARS 'N' COFFEE UNPLUGGED

The second GGC caffeinated gathering shows some momentum.



By Don Louv

Photos by Joel Bartlett, Don Louv, and Eric Ries

I didn't even have time to change her shoes. But still, I brought her out to meet the public. We had gone running the day before—running laps around a course designed to challenge our ability to sprint, weave, and stop. Her shoes were R-compound Toyo RA-1s, on eighteen-inch rims, definitely not what one normally sees on an electric car—but then, few have witnessed an ActiveE racing at an autocross. Her day out, still wearing sticky shoes, was to a parking lot in San Jose, the Golden Gate Chapter's second monthly Cars 'n' Coffee.

We had an excellent turnout, about double the first Cars 'n' Coffee—perhaps 25 or 30 cars, and 50 or so people. I admit I forgot to take a real headcount.

The highlight for me was being re-united with one of my former vehicles: a fine, upstanding example of a black-on-black E32 750iL (with the legendary M70 V12 engine), known to many (including my favorite BMW service advisor) by the derogatory term "Project Car." Yes, much like most of that era's 750s, she has a history of needing constant attention. When I first acquired her, she had 197,000 miles on the clock, and dripped every possible fluid, thereby earning the nickname "Drippy." She would leave every stoplight in distinct fashion: in a cloud of oil smoke. Mysteriously, she managed to pass the California smog test while simultaneously filling the test garage with white smoke. It's not for me to ponder the rules.

After a few weeks of shop time, she sported a low-mileage engine transplant from a wrecked 850i (another M70 V12), along with a new radiator, driveshaft, lots of hoses, and a tranny rebuild. That halted all but one of the drips, and she earned a new moniker, "Squishy," as this Autobahn cruiser had a softer suspension than any of my

other roundel-equipped vehicles. She became a favorite family ride for comfy long hauls and airport runs.

A few years of driving fun, and then a few years of neglect, led to the incredibly difficult decision this year that Squishy needed a new home; she was too fine a car to just abandon, but the repair estimates were getting out of hand. With the ActiveE on its way onto my grid, I just didn't have the time or driveway space. Her keys were transferred to a fellow enthusiast, who has been giving her the love, attention, and buffing compound that she desperately needed. She arrived at Cars 'n' Coffee freshly detailed, a shine to her coat and a happy look on her new owner's face.

A second ActiveE also came out for the meet, too, and we both spend a fair bit of time talking to people about the joys of driving electric. A couple of Dinan employees arrived in one of their Dinanized beasts, and there was much horsepower lust in the air. A rare E30 Touring showed up as well. The stately E28 M5 was well represented, but there wasn't an E24 M6 in sight (in spite of my attempts to bring along a neighbor and his beloved Sharkie). M3s of nearly all generations, at various levels of modification, filled out the rest of the group.

Some might say that I have too much emotional attachment to my cars. I don't disagree. Cars 'n' Coffee is a gathering of those who share that passion, emotion, and addiction to vehicles. The weather was excellent, the discussions lively, and the people were all friendly. While the common ground may be vehicles bearing a roundel, this is really about getting together with people. Come out into the sunshine and have a cup o' joe and some conversation; you might meet some old friends, or make some new ones! **GGC**



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By Jared Petrie
Secretary, GGC BMW CCA

May 17, 2012

Board members in attendance: Donna Seeley, President; Kelly Collins, Vice President; Tamara Hull, Treasurer; Jared Petrie, Secretary; Rodger Ball, Member-at-Large; Canyon Chan, Member-at-Large.

Board members not in attendance: Ian Dunn, Membership Chair.

Guests: Jeff Cowan, Pacific Region Vice President; Jeff Roberts (autocross co-coordinator), Hernan Pelassini (technical-session coordinator), Eric Ries (social-events coordinator), Mike Zampicini (driving-tours coordinator), Brian Venturi, Victoria Venturi, Mark Mervich.

Meeting called to order at 7:16 p.m.

Next meeting scheduled for 7:00 p.m. June 21 at the Laurelwood shopping center Round Table in San Mateo.

April minutes approved via email.

Driving Events

Autocross: Roberts

- ◇ May 5 autocross successful: 68 attendees
- ◇ Next autocross scheduled for June 2 at Marina Airport

Car-control clinics: Chan

- ◇ Next clinic scheduled for May 19 and is sold out!
 - » Will be handing out trophies for most improved, etc.
- ◇ Held discussion with Roberts on CCC Part 2—a clinic for more advanced driving techniques
- ◇ July 28 clinic at Candlestick cancelled and will instead be a Tire Rack Street Survival school for teen drivers.
 - » Will have an airbag deployment as demonstration for participants
- ◇ October clinic will be held at Marina Airport.

Driving schools: Hull

- ◇ Investigating details for potential HPDE at Reno-Fernley as a joint event with Sierra and Sacramento chapters
- ◇ Working on event for next year (2013) at the track formerly known as Infineon... and from here on out called Sears Point,
- ◇ Planning a three-day event at Thunderhill, with the first day solely for instructor training
- ◇ Working on a Sears Point event after O'Fest 2013. Accepting sponsorship ideas: please contact Treasurer@ggcbmwcca.org
- ◇ Interest from chapter to volunteer for all driving events at O'Fest 2013.

Treasurer's report: Hull

- ◇ We have money!

Vice-president/communications report: Collins

- ◇ Updated website (Mike Mills)
- ◇ Discussion of Facebook issues, re: social events. May need more moderators for Facebook page.

Membership report: Collins

- ◇ We have members!

Social events: Ries

Cars 'n' Coffee: Ries

- ◇ Cars 'n' Coffee held May 6 was successful with 30 attendees.
- ◇ Representative from Dinan attended, and may arrange for a Dinan HQ tour/meet.
- ◇ Next South Bay Cars 'n' Coffee to be held June 9
- ◇ Still looking for a better location.
- ◇ Paula Williamson organizing North Bay C'n'C for May 27.

Tours: Zampicini

- ◇ Planning a train tour which will meet at Boscors in Sunol before tour.

Corrals: Seeley

- ◇ Logistics discussion on Sonoma Historics at Sears Point corral June 2-3
- ◇ Recap of ALMS corral at Laguna Seca on May 12: Cowan

Other discussions:

- ◇ Car Club Challenge at Le Mans Karting on June 3
- ◇ Summer Picnic July 14 (with driving tour by Zampicini)
- ◇ House Family Winery tour in the Santa Cruz Hills set for October 13

Technical sessions: Pelassini

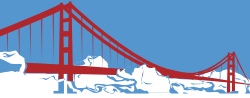
- ◇ Paintless Dent repair service has been added for the "Dyno Days" session on June 23

Meeting adjourned 8:32 p.m.. **GGC**

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Teo	Cervantes	San Jose	
Art	Cervantes	San Francisco	
Parker	Dalton	Pleasanton	Colin Morrison
Jeff	Eikenberry	King City	
Michael	Elderkin	Pleasant Hill	
Naomi	Evans	Berkeley	Quenton Smith
daniel	fortner	pacific grove	
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THOSE LAZY DAYS OF SUMMER

Summer is relatively short here in the North Woods—but that’s not to say that the Car Season is short. An early Spring and long Fall can make for a seven-month season. If you’re still driving your vintage car the week before Thanksgiving, consider yourself lucky.

This year we were very lucky: Our normally interminable Minnesota winter was pretty weak, and Spring came early and strong: 75° or 80° in March, beginning with a couple of days of strong rain to wash away the BMW-eating salt layer. I’ll take it.

In fact, I think I’ll take Chuck, the 1981 528i.

Indeed, I’ve been driving the 528i pretty regularly. Never underestimate the value of a beater 5 Series with a big ol’ M30 and a slushbox for knocking around town. Whether it’s a trip to the market, dropping the munchkin off at daycare, or cruising the local Cars and Coffee early on a Saturday morning, there’s something compelling about a car you can drive easily and park anywhere.

Recently, I bought a fairly modern JVC car CD player for it. I hadn’t intended to; I wanted an old-school two-knob tape deck to achieve that period-correct look. Like most of my automotive-related purchases, it just sort of happened in a completely unpremeditated way. It didn’t *find* me, the way many old cars and parts do, but that doesn’t mean I should not have bought it. The deck is basically brand-new, and the guy at the yard sale wanted just twenty dollars for it. However, he dropped the price to ten when I noted that it didn’t have the wiring harness.

A year and change later—which would be about a month ago, depending on how you want to look at it—I got around to installing it. Predictably, because it’s me and one of my old heaps, this installation did not consist merely of crimping some wires together and pushing a button. The first step was to find a wiring kit, which our local JVC dealer didn’t have. Behold the power of the Internet! Ten dollars and a few clicks on Amazon.com materialized wires and—more important—the correct plug.

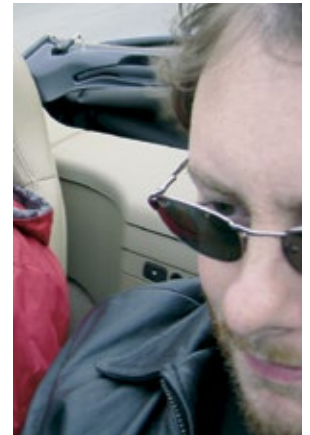
When wiring a ’70s- or ’80s-era BMW, and at the same time removing the factory fader control, you have to splice together some of the ground wires to the speakers. The factory wiring harness provides enough signal wires—one per speaker—but only half as many ground wires. So you go against The Man and his instruction manual—which is conveniently attached to the warranty card—and gang a few ground wires. I like to connect the front pair of grounds (left/right) and the rear pair.

Your mileage may vary, but I’ve never had the Blue Smoke escape. What’s the Blue Smoke, you ask? That’s

the magic vapor that makes all car electronics work. If it escapes, you’re doomed.

Mounting the head unit itself in the dashboard would have been a cakewalk, except that *nothing* about the dashboard, from the heater controls south to the floorpan, is stock. Oh, it’s made out of BMW parts, but it’s not a simple puzzle, because the center console is from a car equipped with air-conditioning. Of course, all those a/c parts got tossed in bins, but I was still left with a/c console, side panels, and faceplate. I wound up hacking the stock 1976 a/c faceplate—stock for the dashboard, not the car—to accept the stereo. I removed the lower part of the plate—which originally held the stereo—and cut a DIN-size hole in the vented area above it. Then I mounted it using the stock hardware and some plumber’s strap on the back.

Overall, it doesn’t look that bad: The stereo position allows some amount of center-console storage underneath, much like a stock non-a/c console, but without as much room. The angle of the stereo looks vaguely E21, which, while not ideal, is not nearly as ugly and ridiculous as a vertically-mounted E21 deck.



By Jonathan Bush

It sounds pretty good, too! Sometime during the last century, I installed Boston Acoustics speakers in the stock holes. I don’t recall the rears ever working, but that must have had something to do with the fader switch on the system, since all four barkers work now.

That’s about where my reserves of ambition ran out. I’m enjoying driving the 528i just the way it is, in all its beater glory—which is unfortunate, since there are shelves upon shelves of parts waiting to be bolted on. The gorgeous door-panel wood, the delicate and pristine plastic covers that cover the wheel wells inside the trunk, the pile of greasy parts waiting to replace the autotragic gearbox: They’re all collecting cottonwood fuzz. And why is the driver’s-side taillight falling out? Ugh.

Max, my 1972 Bavaria, came out of storage for the Memorial Day weekend. I’ve driven him once, to the aforementioned Cars and Coffee. He sits more than Chuck because I’m too lazy to move the child seat over; that’s how little energy I have for this stuff. There are a few odds and ends which could be attended to—but again, I just don’t have it in me.

I dare say my capacity for old cars is running out. **GGC**



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

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

Mick D. (identity protected)
Tallahassee, FL

Mike Valentine
Radar Fanatic

RECEIVED BY EMAIL

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

Hey Mike:

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

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

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

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

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

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

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

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HAVE YOU MOVED? Please send address changes directly to the BMW CCA National Office at: info@bmwcca.org, or sign in to your account and update your membership record at bmwcca.org.

SUNDAY - JULY 15, 2012

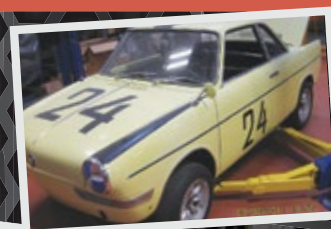
at BMW of San Francisco - 10:00am to 2:00pm

2nd Annual

BMW Motorsports SommerFest 2012

A SUMMER CELEBRATION OF ALL THINGS BMW

At BMW of San Francisco - 1675 Howard St., San Francisco, CA 94103



Featuring

- Vintage BMW show – cars from the 1950's to today.
- BMW Performance tent – get your BMW rally ready.
- BMW Lifestyle tent – live the BMW life.
- BMW Motorsports – see current and “coming soon” BMW innovations.
- German Motors Collision Center tent – Q&A about collision repair.
- PRIZES - PRIZES - PRIZES!
- BMW Club Board Members (BMW CCA Golden Gate Chapter) on hand to answer questions about chapter activities, events and enrollment.

PRIZES - PRIZES - PRIZES

- Door prizes for the first 50 attendees through the gate (\$25 retail value).
- Free raffle tickets distributed from 10:00am 'til noon - day of event.
- Drawings held at 1:30pm. Must be present to win.
- Giants and A's tickets, Infineon Raceway tickets, Great America tickets, Santa Cruz Boardwalk tickets, fine dining certificates and more!



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RSVP to: RSVP@bmwsf.com