



die flüsternde
(e) Bombe

The Official Digital Magazine of the Golden Gate Chapter, BMW CCA

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QUARTER 3



Inside BMW RLL garage and rare peek behind the wheels
 Photo by Richard Tsai

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 Photo by Richard Tsai

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Foreward - The New (e)Bombe

Like me, you probably woke up one morning to find out that our beloved Bombe editor Kelly Kirkland had moved on and the Bombe was now to go all electronic. The world as we knew it, was now thrown into pure turmoil. I mean, it's like walking down to your favorite corner coffee shop - paper under one arm, happy little gait and then... BAM! You see the sign. "Under New Management."

WTH? You think to your social media self as you quickly snap a photo and fire it off to your Twitter and Facebook pages. You walk in. The place still smells familiar, but you know better. There's probably rats living in the coffee bags now. And the barista, she's some double agent, a doppelganger, poisoning your coffee no doubt. You grimace as she asks "venté or grandé?" Bah! New management my arse!

But your table is still available in the corner by the window. (Ray of light shines in.) The scratch on the table top from your keys, still present. And even the couple that walks by every morning, is still walking by (although God knows why she would even be seen with him is beyond you.)

Hmmm. For a world in turmoil, things still seem pretty normal. You fire up your iPad and look over the new (e)Bombe. New logo, new cover, but same great people at the helm serving up your favorite club content. But what's this, a centerfold that's downloadable? And the next issue will have video interviews too?

Read on (e)Bombe fans, read on!



Tech Talk - Garage Illogic

by Jonathan Bush

The soupy part of my reptile brain is casually looking for that cheap convertible to play with...

We recently took part in a multi-family garage sale hoping to lessen the content load of our oversized, though somewhat cluttered, car hole. While I know we sold a bunch of household items - we made a few hundred dollars, after all - I swear there isn't any less stuff. My shelves are still pretty full and some of the larger items clearly haven't moved.

I'm going to have to pay someone to take that dead television, as I'm fairly certain our usually gracious garbage haulers would draw the line at a Sony 27-inch CRT.

The remaining car parts, consisting mostly of somewhat rare Bavaria/other E3 parts, will have to be cataloged and sold through more car-friendly venues like eBay and the Senior Six Registry email list. Or shuttled off to the ever-expanding inventory in my friend Dale Olson's pole shed. Or unceremoniously donated to the local landfill.

At that point, or shortly thereafter, I'll scrape the popcorn coating off the walls and give everything a fresh coat of paint. I'll trim the lower edges where the sheetrock meets the concrete floor, and maybe rebuild

the steps going into the house. The new garage doors and openers should be installed by then.

Strangely - or not - and despite the fact I really enjoy having only two cars from a storage and use standpoint, I still find myself scanning the local and national online classifieds via Craigslist.org and SearchTempest.com.

The soupy part of my reptile brain is casually looking for that cheap convertible to play with. After the initial Spring spike, droptop prices in the North Woods are retreating to more normal dollar amounts. BMW project cars that are not disastrously cancerous, a rarity here, have been relatively thick on the ground.

Life while rapidly approaching (or passed by the time you read this) forty years on this small blue planet is all about self-discovery, and my most recent detour took about 12 hours.

My newfound knowledge came in the form of two Craigslist deals which I would have normally pounced all over. But I now know I was meant to own neither a neglected and unloved 1987 BMW 325iC nor a 1981 BMW 633CSI with a completely disassembled interior that hadn't run in several years.

Because, and this is the important part, I learned I no longer have the energy for deep restoration work.

A younger, more ambitious me would have found the time and space for either or both of these cars. That idiot would have worked out where the car(s) would be stored for the winter, trading money and favors and bottles of single malt Scotch for a clean, dry stall. He would have somehow found the parts to make the car(s) presentable and fun, breathing new life into their old bones. Those parts would have filled up the shelves not yet emptied from the last 15 years of automotive silliness.

In addition to being an automatic, the E30 was just a disaster. Come to think of it, the automatic transmission was the least of its problems. All seating surfaces were completely rotten and/or bent. The convertible top was garbage, and the sad remains of Bronzit beige looked flat and uninspiring. Despite not being completely crusty, there was rust present in the spare tire well and under "one of the back seats" (?).

Oil was escaping from the valve cover gasket. "Or, not from there," according to the owner. It didn't run very well until the engine warmed up. While actually having four tires, only some of them matched and none had tread.

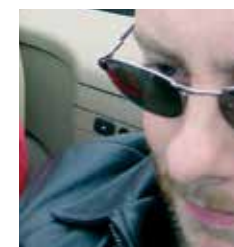
I speak from experience when I say I'm sure the interior and trunk were a moldy quagmire, and that every piece under car was worn out and/or covered in oil. The registration was good through the end of the month, but "you can't drive it because the insurance is expired."

It was cheap, too, but not cheap enough. This car at \$500 was probably too much, and the owner was asking twice that amount. However, if it was a rare Baur top, it would be in my garage right now. Because I'm an idiot savant, but without the savant.

The 1981 633CSI looked straight and clean in the one picture provided. The silver paint glowed faintly even though the car was sitting in a garage. Being a Georgia car most of its life, it was said to be virtually free of rust. Early E24s don't look as bad as some other US-spec BMWs of the same era with their gigantic, battering-ram bumpers. This 6er wore neither a chin nor a deck spoiler, adding to the clean visage, though the aftermarket wheels were questionable at best.

Downsides? Well, the car wasn't really nearby, a distance made greater by the fact it didn't run. Coaxing an L-Jetronic-fed big-six to life isn't that hard, but it's still some amount of work. So is installing an entire interior, though the seller claimed the only major missing bit was the carpet. At least it was a 5-speed. And only \$600.00, or reasonable offer.

I want to believe it was fate the guy never returned our phone calls. I guess I'll go back to cleaning up the garage now.



Jonathan Bush
Freelance Journalist, Editor
and Photographer



A Turbo 2002tii sits proudly representing it's owner in the corral.

Bottom: Corral parking attendants makes sure CCA members get prized, dent-free parking spaces.

Photos by Sven Schindler



A catered lunch under the cool of the corral tent always attracts a hungry crowd

Photo by Sven Schindler

Festorics Anticipation

by Sven Schindler



June – summer has broken through and Laguna Seca beckons. The excitement for the grand event is slowly but steadily creeping into the forefront of my thoughts. With two months to go, I'm getting things ready for Festorics!

be on hand to share their magnificent cars; stories, challenges and tips – like aficionado Karl Einfalt, who built his ultimate E28 M5 to honor his father, and Chris Barton with his 1988 M5 and all the love he wrenched onto his E28.

Laguna Seca in August means BMW CCA Monterey Weekend! More than a full week of BMW enthusiast events, one in particular for me is Festorics. The Festorics organizers have been working tirelessly getting things ramped up for the two-day parking corral with hospitality tents overlooking Laguna Seca's Turn Five. And don't forget Spaten is flowing at the Beer Garten.

But wait: the wondrous aromas! Nothing like burning motor oil and fuel exhaust to get the car enthusiast tingling but along with all the car aromas, lore and legends, might there be some other distractions at the track? Of course, just across the Turn Five foot bridge, there's Barbecue Island with heady BBQ smells. A multitude of food vendors along vendor row make a good play at stimulating your olfactory senses. All of these delectable aromas might tempt you to explore different food options, but don't forget the exclusively catered luncheon served in our private hospitality area – no need to fight the crowds.

To make sure I wouldn't be left out – organizer or not, you need tickets to get in – I ordered my ticket packet today. It just seems more real when I get that ticket in the mail. So in the anticipation of the August 17-18 festivities, and the arrival of that coveted ticket, I washed my car and waxed it twice. Little early you say...? Maybe – but what can you do when that bug takes over and all you can think about is where's my Festorics stuff – volunteer cap, jacket, and that list of people who signed on as volunteers to help make this event an even better experience.

So I'll be heading out along the breath-taking coast on Highway 1, salt air whipping in through the sun roof on billowy morning fog. So come on all you BMW fans and friends, jump into your magical mystery machines and let's motor on down to the BMW CCA Weekend!

So as I stood looking at my waxed Dinan-enhanced garage queen, Laguna Seca grill badge next to the BMW CCA badge, I was momentarily transported to Turn Five where this year the mighty E28 M5s will languish in our Hospitality area. Many enthusiasts will

See you there!

A lot of speed is scrubbed off right under the Mothers foot bridge before entering Turn 5

Photo by Richard Tsai



BMW CCA Represents at American Le Mans Monterey

by Richard Tsai

May 11th, 2013 marked the final appearance of the American Le Mans Series at Mazda Raceway Laguna Seca. Starting in 2014, ALMS will merge with Grand-Am Road Racing and compete side by side in the newly formed United SportsCar Racing series.

Once again, BMW CCA hosted the corral at Turn 5 led by none other than Sacramento Valley Chapter's Pat De Witt. On race day Saturday, to my surprise, I arrived BEFORE Pat to an empty corral. Trackside photographers were required to attend a MANDATORY safety meeting at 7:30am! I parked my 2013 X1 in the corral, snapped some quick pics, grabbed coffee, and started my half mile hike to the media center for the meeting. When I returned at around 9am after another half mile hike back, the corral started filling up with BMWs. The support races haven't even started yet, but I was already tired and ready for my first beer.

For race fans that have never participated in a club corral before, there are many benefits. First of all, you are parked in a secure area next to like-minded individuals who regard vehicles as more than just a form of transportation. That means the chances of getting a door ding or dented M-sport bumper is much reduced. Second, with a good reception-sized tent, you are protected from the sun and dusty wind but can still hear all the sounds and smell the boiling brake fluid coming from the race cars. A closed circuit TV inside the tent provides coverage of the action from other areas of the track. Your vehicle is always within reach for tailgating while trackside golf cart taxis make rounds shuttling people to the paddock or the corkscrew.

There were many corrals that weekend (Corvette, Viper, Porsche, just to name a few), but BMW had the best view of the track. It was situated

above the Turn 5 deceleration zone, so to the right you can see cars accelerate out of Turn 4, and to the left you can witness fireballs from exhausts as a result of downshifting before hitting turn 5. While Turn 4 throws a lot of dust and rock into the grandstands, turn 5 sees more crash action but fans don't get pelted by debris.

Traveling with the club to the paddock area allowed for an inside look of the new Z4 GTE. It is smaller in size compared to last season's M3 GT. As opposed to the more exotic flat plane V8 of the M3 GT, the Z4 GTE uses a conventional cross plane 4.4 liter V8 that makes around 475 hp. My speculation is that the cross plane V8 produces less vibration and is probably more cost effective for the team. The new V8 sounds closer to that of a NASCAR but not as loud as the Corvette C6.R.

Team BMW RLL fielded two Z4 GTEs – Dirk Müller and John Edwards piloted the number 56 car liveried in classic Alpine White; Bill Auberlen and Maxime Martin piloted the Frozen Black number 55. The black car looks more intimidating especially with the yellow projector lights signaling that it is in GT class. Car 56 started the race in 8th position and after the first hour on lap 45 moved up to 3rd. Edwards held on to 3rd for his first ALMS podium finish after 4 hours. Unfortunately car 55 suffered a broken differential and retired at lap 85.

After the race, Gordon McDonnell, BMW NA Motorsport Manager said: "John and Dirk did a great job today. Only 3 races into our new Z4 GTE program BMW Team RLL has raced Dirk to the top of the driver points and BMW to 2nd in manufacturer points." Bobby Rahal reflected: "Certainly today was a bitter sweet one. I'm sorry to see Bill and Maxime have to retire after fighting back from a lap down. Dirk is on top now and John had a very strong race. It is very hard to combat an obvious speed differential to many of our competitors, but we will keep fighting every day."



Main Image: Final pit lane practice, before race.

At Left: Patrick Dempsey was a fan favorite, racing a pair of 911 GT3 Cup cars in GTC class.
Middle: GT class battle at turn #8A "The Corkscrew"

Photos by Richard Tsai

Browse more images from the 2013 American Le Mans Monterey presented by Patron:
visit <http://SingleLens.net/monterey/2013/alms/>

On Saturday May 4th, the chapter held an Advanced Car Control Clinic at Candlestick Park in San Francisco. Those of you who have attended our regular car control clinics know that we teach drivers safe driving skills through a number of driving exercises in the parking lot.

With the Advanced CCC program, we created a new program and curriculum, with a different set of exercises that would introduce more performance-oriented driving skills which would be useful to those members doing autocrosses or track schools. Registration for the event filled up pretty quickly. Prior to the event, CCC co-coordinator Mark Magee did a lot of schedule planning, exercise design, and instructor training in preparation for the clinic. May 4th dawned with usual great weather for the Bay Area, although the forecast was to be a bit warmer than usual, so we stocked up on ice and beverages to keep everyone cool and hydrated.

Students were split up into groups and rotated through various exercises throughout the day. In the morning, a skid pad/figure 8/"dog bone" exercise was used to cover the friction circle, limits of adhesion, and dynamic weight transfer/transitions. The other morning exercise was a "paper clip", essentially an oval course with two different lengths, which focused on the basics of turns/apexes and trail braking. In the afternoon, the exercises were designed to apply the skills practiced in the morning: a "triangle" slalom (applying weight transfer, turns, and planning ahead) and a mini-autocross circuit (learning a course, linked turns).

-Canyon Chan, CCC program coordinator

Left: An e46 M3 patiently awaits the next shuttle.

Right: Club events aren't just for BMWs, even Minis are known to appear!

Photos by Canyon Chan



Advanced Car Control Clinic

by Andrew Daniels and Barry Twycross

On May 4 my wife Cathy and I attended the "Advanced Car Control Clinic" at Candlestick Park with the Golden Gate chapter with "Tristan", our blue MINI.

We arrived before 7:30am as suggested, so we could get registered. The driving didn't start immediately, so we chatted to some of the other drivers, including one guy who had a MINI. There were about 3 MINIs in total, lots of M3s as you'd expect, a smattering of other BMWs and an assortment of other cars including a Porsche Cayman, a Scion FR-S, a Tesla Model S or two and an AC Cobra. The Cobra got some attention. After the drivers meeting we started on the figure-8 exercise. This could be run in various configurations to highlight various handling characteristics. First we all piled into the available four-door cars and the instructors took us on a low-speed orientation of the course, then it was our turn to drive.

We started with just running around one half as a skidpad exercise (similar to the regular car control clinic). Then we ran around the figure 8 as an exercise in transitions and they wanted us to "trail brake". Trail braking is turning while still braking, a useful advanced technique. This contrasts with the basic high-performance technique of braking in a straight line, then turning.

The theory goes back to the "friction circle" which had been covered in the drivers meeting. Basically the theory is you have 100% grip available for accelerating, braking or turning. You can use the grip in any reasonable combination, but whatever you do you still only have 100% grip. In this case while the braking effort transitions from 100% to 0%, your steering effort ramps up from 0% to 100%. If you get it right you can use all of your 100% grip while transitioning from braking to turning. If you're braking in a straight line then turning, you have a phase while you're transitioning when you're not using all your potential grip.

The other advantage of trail braking is smoothness, you smoothly transition from braking to turning. My style is usually somewhat jerky as I'm trying to minimize the transition time, where I'm not using all my grip. As if that wasn't enough trail braking also helps you maximize your grip and induce "rotation". As you're on the brakes still, some of the car's weight is transferred to the front wheels, which increases their grip potential making a sharper turn possible. It transfers weight away from the rear wheels, so they lose grip which may allow them break loose. This may be a good thing, as it aids the car in rotation, and the car turns even sharper. But if taken to excess, it's a bad thing, you will spin out.

For the exercises we split into two groups, one to drive, one to watch and pick up cones. As we were sharing a car, Cathy and I were in different groups, so we got to watch each other perform the exercises. It was informative and entertaining. Some drivers started out quite timid, but then you could see them get more aggressive. I was quite impressed when Cathy managed to spin out a couple of times, though she told me the instructor was helping by yanking on the handbrake, thus encouraging the rear wheels to break loose and spin the car.

The final phase of the exercise was the “dog bone”. Running around the figure, but not crossing over in the middle, so the sides were like offset slaloms. This gave us some more practice in transitions.

The second exercise of the morning was the “Paper Clip”. This was basically an oval course but it had two different length straights, a short one for high horsepower cars, and a long one for slower cars. So the course plan looked roughly like a paper clip. The exercise was about apexes: early, mid, late with late being the preferred and again more opportunity to trail brake. It again started with the instructors chauffeuring us and then splitting into two groups. During lunch the instructors quickly reconfigured the cones for the afternoon exercises. First up in the afternoon was the mystery mini course. This was a short autocross style course which featured some tight transitions. We first walked the course, then were chaffered around. Then it was my turn to drive. The laps were not timed, this being an educational event, not a competitive event.

Tristan behaved wonderfully. It was one of those times when everything seemed to just go right. He had a hint of oversteer, just enough to get around the really tight sections. It was fun from my seat, and the instructors seemed to be enjoying it as well, I was getting very positive comments from the right seat. I had 3 goes at the course, a total of about 12 laps. Then we swapped groups, Cathy got to drive. Cathy’s comment later was that it was useful to have multiple laps on the same course, a luxury you don’t usually get in autocross.

The last exercise of the day was the triangle slalom. It was a triangular course with 120 degree corners at each corner. One side had a straight slalom (cones in a line), one side had an offset slalom (more zigzagging needed), and the third side was just a straight. I was thinking the exercise was about the slaloms, but those weren’t really a problem, the 120 degree corners were.

For my session I felt like I was having real trouble with the corners. I was exiting them so slowly that the MINI just felt dead and that it wasn’t going anywhere fast. The slaloms were pretty easy, I could keep my foot flat to the floor through the straight slalom. I was trying to take a wide line through the corners to attempt to keep my exit speed up, to avoid the dead zone. In my second run, I thought I was going slow enough during the corners that I could get away with trying a downshift into first in the corners. The corners still didn’t feel right though. For the third session I decided to try changing down in the corners again, this time changing down, taking a very tight line and short shifting up before getting to the slaloms. It felt a lot faster, and I was pleased with it, however, looking at my in-car video it seemed that the laps were slower than in the second session. For the last session, another coach joined me and wanted to try a different approach. He was encouraging me to try a later apex on the corners. I’m not quite sure what I did, but one of the first laps was one of my fastest. Analyzing the video of my best laps I saw that when I tried downshifting for the corner, even when trying a very tight line, I lost about speed in the corner, but then ran quite a bit faster down the following straight. I was quite surprised by this, expecting the corner to take less time.

This does show for a sufficiently tight corner followed by a sufficiently long straight, downshifting might be effective. But for most circumstances, changing down is probably not necessarily effective.

Barry Twycross



Some drivers started out quite timid, but then you could see them get more aggressive.

Top: An e46 M3 negotiates the impromptu auto-x course

Right: Even at low speeds, a car’s suspension reacts dramatically

Photos by Canyon Chan



My wife Dana and I had come to motor sports fairly recently. She got bitten by the autocross bug while attending the GGC's car control clinic last October and had driven in April's autocross fun run event, and we had both gone to a two-day high-performance driving school earlier this year. I was more interested in attending track schools than in autocross, but either way two things were clear to us both from our limited experience: we wanted to do more and we needed a lot of practice. So, when we saw the listing for an Advanced Car Control Clinic on the chapter's web site, we were intrigued. There wasn't a lot of detail posted yet, but it was clear from the fact that helmets would be required that it would be more intense than the basic clinics. The lack of detail didn't really matter, anyway, as we were familiar with the Basic CCC, and if the same crew was putting this one on, it was bound to be good. Evidently, this didn't bother anyone else, either, as 75 people eventually signed up for the clinic with no more information than that brief blurb on the web site and in the full-page spreads in the *Bombe*. I had recently gotten my old E24 M6 back in working order, so I figured that besides giving me more driving practice, this would be a great way to give the car a good workout and shake out some of the remaining bugs. Keeping in mind that the basic clinics fill up pretty quickly, I jumped on the web as soon as registration opened, being one of the first half-dozen or so people to register for the clinic. Then came the waiting and anticipation.

A couple of weeks before the clinic, we finally got more details in the form of two student document packets. The first contained the usual requirements and waivers, but more interesting was the schedule for the day and the descriptions of the exercises we'd be performing. The first three, which I'll describe later, looked interesting, but the most intriguing was the "Mini Circuit." There was no diagram included for it. Instead, we'd see the course for the very first time during the clinic and get to practice walking a course and figuring it out. That sounded really cool! A second student packet consisted of the slides that would be used during the lecture part of the clinic. There was a lot of material there, but fortunately most of it was things Dana and I had already heard before but not completely internalized, so it would be a good review

for us. Studying it ahead of time was a must, though. The 40 minutes allotted to the morning meeting and chalk talk meant that they'd be zipping through this stuff pretty quickly.

The day of the clinic started off clear and cool, and promised to be a nice day overall, but one never knows with Candlestick. As it turned out, the 'Stick was nice to us and stayed clear and temperate all day, with only a bit of breeze kicking up in the afternoon. After one more check of the cars' vital fluids, Dana and I set off north along 101, she in her E36 M3, I in the M6.

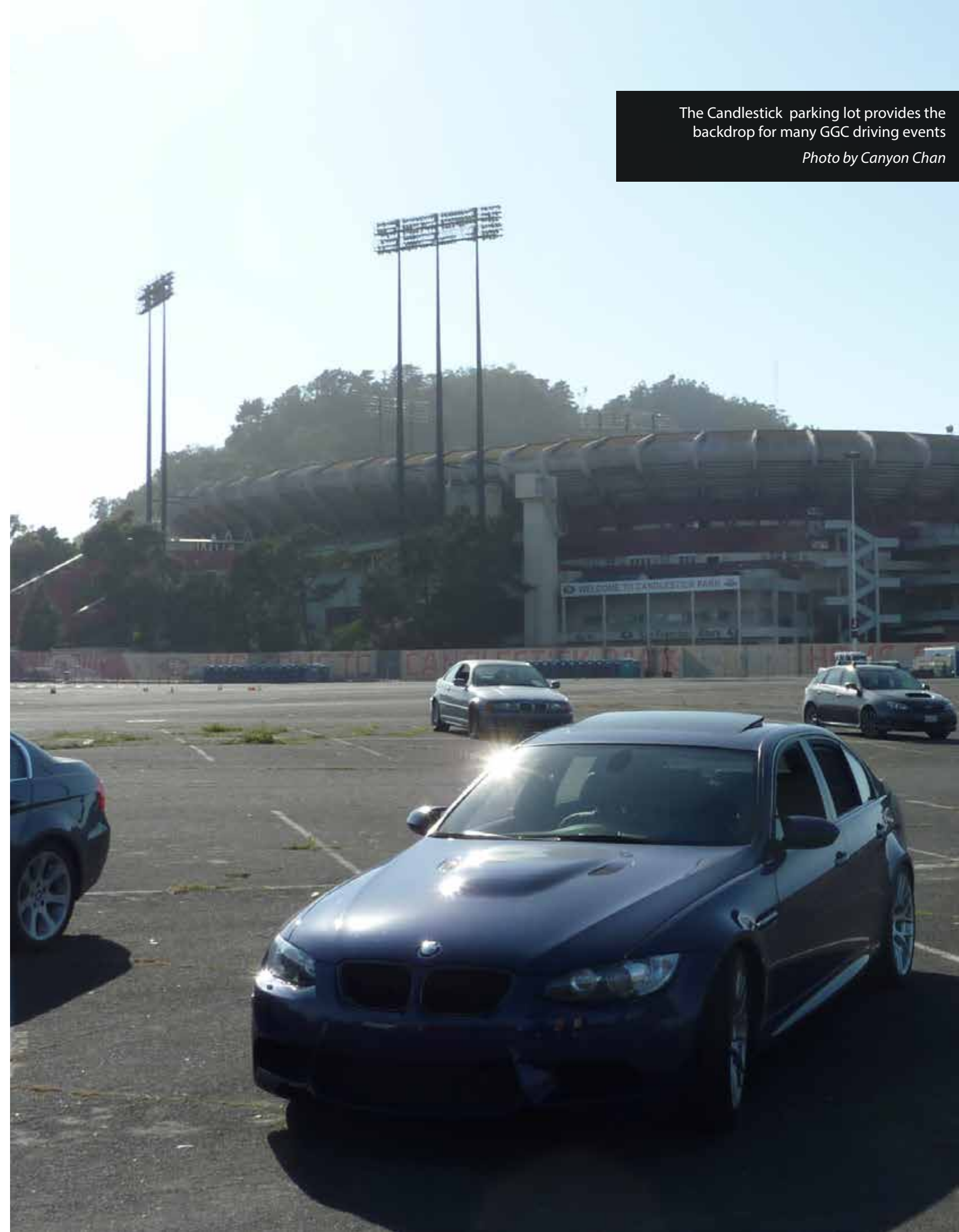
The preliminary activities on site were pretty much the same as for the basic clinics: sign waivers, register, get your group assignments, get a tech inspection, mill around and ogle the other cars there. Although the tech requirements for the advanced and basic clinics were ostensibly the same, it seemed like the inspection was much more stringent this time around, even going so far as to have me remove the wheel hub covers to verify that there weren't any missing lug nuts.

It's always fun to check out the other cars at these events while waiting for things to get going, and this time was no exception. M3s and other 3-series BMWs were in the vast majority, but there were also some Mini Coopers, shiny new BRZs, a couple of Tesla sedans and even an old Ducati roadster that I remembered passing on the freeway on my way up. To my surprise, some of the folks there had never seen or even heard of the old E24 (and, IMO, the much prettier) BMW 6ers, so I got to show mine off in its recently-restored glory. I spend so much time focusing on the all-too-long "to be fixed list," so it was nice to be reminded that there's a lot right with the car, too.

Eventually, the time came for the morning briefing. We were introduced to the staff, given a rundown of the day's events, and then reviewed the material from the second student packet. Everyone was clearly itching to get behind the wheel, so as soon as that was over

The Candlestick parking lot provides the backdrop for many GGC driving events

Photo by Canyon Chan





Instructor led sessions allow for students to get immediate feedback as to their abilities.

Photo by Canyon Chan

there was a somewhat chaotic scramble to drive out to our assigned areas. I stopped for a last-minute tire pressure check before joining the flow and discovered that the pressure of the tires on one side was a few pounds higher than the other. Odd, since I'd topped them off evenly the night before, but I soon realized that this was the side that had been in the sun for the last hour and a half. I bled some air out and joined the parade.

First up for my group was the "paper clip," a long and a short oval superimposed on each other. (I believe the idea was that peppier cars could use the smaller oval, but I guess either the cars or drivers in my group weren't quite peppy enough since I only saw it used once.) We'd now try to put into practice many of the techniques that had just been discussed in the chalk talk. There are several approaches to tackling such 180° turns but we started with the fundamentals: brake hard in a straight line, turn in, use the throttle to adjust the line through the corner, unwind and accelerate away. This got a bit exciting for me during my second or third run when I put my foot on the brake pedal only to have it go "squosh" all the way to the floor. Hmm... just how old was that brake fluid, anyway? I made it through that run, was able to get the brakes pumped up again and fortunately didn't have much trouble

from them the rest of the day. After getting the hang of the classic approach to the corners, we added trail braking and then experimented with different lines through the turns. As we neared the end of this first session, the instructors let us choose, as a group, which of the techniques to practice some more. A unanimous chorus of "Late apex!" settled that question.

Next up for my group was the figure eight. This had been one of my favorite exercises in previous training, so I was looking forward to tackling it again. We first warmed up with a simple oval on a subset of the course to refresh ourselves on throttle steering, then hit the figure-eight proper. After a few rounds of that, we were given a new variation to try. Unlike other figure-eight courses that I'd driven, this one had a pair of pylons that defined a gate at the "waist" of the eight that you had to drive through. Those pylons would now serve another purpose. Instead of crossing over between them to trace a figure-eight course, we would be turning back to the outside at the pylons, tracing a dog bone-shaped path instead. One we got the hang of that, our coaches mixed things up, calling out "eight," "bone," or even "straight" as we came around the corner. Everybody, instructors included, clearly had a blast with that. Keeping the speed up through the little dogbone jog and the subsequent big turn proved

to be a bit of a challenge for the M6, but fortunately there was plenty of opportunity to experiment and come up with a solution. I was losing too much speed and, more importantly for that S38 engine, RPMs by going to the brakes to get the car turning, so after talking it over with my coach, I tried a quick lift of the throttle instead, which worked beautifully. I got another surprise from the car here: when I tried to get out after one of my runs, the door didn't want to open. A bit of lifting and fiddling with it got it open, but this problem would continue to plague me the rest of the day. (It's since been resolved thanks to Rick Liebes, but it was a head-scratcher at the time.)

With some reluctance, we ended the morning session and headed back to the trailer for lunch. It was the usual generously-sized sandwich, chips and cookie, a real bargain at five bucks. Some more milling about, comparing notes, another quick check and adjustment of tire pressure—the other, now sunny-side tires were higher this time—and it was off to the afternoon's exercises, which had been set up by the clinic's elves while we ate.

My group would be one of the two running the mystery mini-courses first. The two courses that had been set up were different, and as we headed out, Martin hinted to us that ours was the more fun of the two. I don't know about that, but they were certainly very different in character: ours was very twisty and "technical," while the other course looked like it would be a lot faster. A major part of this exercise was to be practice in reading a course, and sure enough, the first thing that happened once we got out there was a group walkthrough with the coaches pointing out features of the course and the proper line through it. After the walkthrough came a ride along with one of the coaches as he negotiated the course at a moderate clip, and then it was our turn. Interpreting this sea of cones when you're behind the wheel can be quite daunting, especially if you've never done it before, and a few of the drivers did get lost on their first try. I managed to stay on course, but did have a few exciting moments during later runs when the car's rear end wanted to come loose. I had the same coach throughout this exercise, which was great, but he fell strangely silent during the last couple of runs.

I was pretty sure that I wasn't executing perfectly, so what was up? Had I shocked him into silence with my poor driving? After my last run, he explained to me that even though I was making mistakes, I was also identifying and correcting them myself, so he had nothing to add. Somehow that felt more gratifying than if he had told me that I'd in fact done everything perfectly.

The last exercise of the day for my group was the triangle slalom. If you've taken GGC's basic car control clinic, this will be somewhat familiar to you. There's a narrow, fast slalom segment and a wide, slow slalom, but this time they were the legs of an equilateral triangle with an additional straight segment forming the third leg, and sharp, slow 240° turns joining these segments instead of the nice big 180s in the basic clinic's slalom. Those slow turns really make a difference as they force you to accelerate through the slaloms instead of settling into a constant speed and rhythm as you would in the basic clinic's version of the exercise. Jeff Roberts was my instructor this time around and thanks to his able coaching, I was eventually able to stay tight in the corners and smooth and reasonably fast through the wiggly bits. He even introduced me to a technique of modulating throttle input in the slalom to help the car rotate. However, the most important lesson that I took away from this and previous exercises was one that I still keep having to re-learn: look ahead! Time and again I find that once I force myself to do that, my performance immediately, and almost magically, improves.

On the last couple of runs through the slalom course, I could feel myself starting to tire and get sloppy, so as much as I would've liked to have continued, it was clear that it was getting time to call it a day. Back once more to the trailer for a debriefing—no cool certificates for the advanced clinic, though—and then it was time to pack up and go home, tired, but smiling all the way.

Andrew Daniels

Centerfold

This piece was created to showcase the legacy that is the BMW M3 paired with the iconic Golden Gate Bridge – Both timeless throughout the years.

Special thanks to APEX Race Parts. Photo by James Tsukamoto - james@meritusphotography.com

DOWNLOAD THIS CENTERFOLD: [iPhone](#) | [iPad](#) | [16:10 Wallpaper](#)



Toy Box: When Toys Start to Break

by Percy Chow



For close to 5 years now, you've all shared in my acquisition of toys for my beloved 1995 M3 - Everything from the fun of the Lumia Driving GPS enabled phone to the seemingly mundane PIAA silicone wiper blades.

And yet you all stick with me. Sometimes laughing, sometimes wondering, what the heck? And sometimes wondering, "Really, why did he spend good money on that?" (Believe me, my wife thinks that too.)

But mostly all of you... understand. Our cars can be like our kids. Extensions of ourselves - whether it's blinging it up to make them prettier, tuning the turbos for more power for more speed, or being anal about the maintenance because we demand absolute, running perfection.

And I love meeting you all at events or get-togethers because we all understand. (*Snif*)

We'll here's my latest Toy Box entry that might touch that understanding we share. It's the tale of what to do, when our beloved toys begin to break down.

Our cars can be like our kids. Extensions of ourselves - whether it's blinging it up to make them prettier, tuning the turbos for more power for more speed, or being anal about the maintenance because we demand absolute, running perfection.

It all started in the fall of 2012. The M3 had just run past 220k miles and I got my SMOG notice in the mail. I didn't think too much of it at first. I just got another set of tires (for the rain) and my Magnaflow cats were less than two years old. So I let the notice sit until January. Once registration came due, I set out to the local SMOG shop and got the car smogged. Failed. I tried the Terraclean treatment (circa last issue). Motor and emissions cleaned up nicely but... not enough. Failed.

I was at 230k miles at that point and had to make some decisions. Whether to go all in on the maintenance for some new catalytic convertors (and everything else) or make the harder decision to let the car go.

My 95 M3 and I have been through a lot together. I acquired it from fellow CCA member Canyon Chan, so it came with a pristine maintenance sheet. The upgrades I did were tasteful (considering I nearly import-craze-destroyed my previous 96 M3). And even when I was going through a rough patch in my marriage, my M3 was only a key turn away from a momentary get-away from life.

So when I started counting the maintenance bills and the upcoming costs, my old friend was beginning to

need the attention my pocketbook couldn't keep up with giving. It wasn't all about the cost per se, some of it was simply my old friend, meant for tracks and open roads, was sitting in traffic, idling away it's existence 99% of the time. And the guy deserved better.

I posted on Facebook my M3... for sale.

Within a day, Joey Gaffey of Performance Technic sent me a message. He wanted it for his shop. His message came with relief and sadness. Yes, my buddy was going to a GREAT home, but our time together was coming to an end.

Days later, the M3 was at Joey's shop. Matt Medeiros got it onto the rack and gave it the inspection. Everything that was going to age had aged, but all looked in order. We spotted a minor head gasket leak, but Matt said it was an easy fix for them - however inside it only reaffirmed my decision.

I knew the SilverGhost had found a good home and would be brought back to track-worthy condition.

Board Meeting Minutes

By Jared Petrie

April 27, 2013

Board members in attendance: Donna Seeley, President; Kelly Collins, Vice President; Tamara Hull, Treasurer; Jared Petrie, Secretary; Eric Ries, Membership Chair; Rodger Ball, Member-At-Large; Jeff Roberts, Member-At-Large.

Board members not in attendance: Canyon Chan, Member-At-Large.

Guests: Ryan Rich, Technical session coordinator; Percy Chow.

President's Report: Seeley

- Bimmer cards are here!
- Two week deadline for minutes, to be added to the operational manual.
- National Meeting minutes discussion
- Sponsorship for Festorics (E28 M5) to include a trophy, etc.
- Membership survey coming in June.

Planning session

Communications: Collins

- Commerce Printing information on services.
- Enthusiast Media Group potentially an alternative
- Percy has templates and other handoffs from Kirkland
- Should take one solid weekend to gather content and perform layout per issue
- Digital Roundel with App – find out how they do it.

Newsletter Distribution

- Discussion on how to keep members up to

date via Quarterly newsletters.

- Bandwidth issues for expanding media levels of website.
- Finding a more integrated user experience via other platforms?
- Facebook access issues discussion.
- Must maintain high quality levels

Website issues

- Utilizing CMS (content management system) and sharing 'automagically' via Facebook and Twitter (yes, Jared, Twitter!)
- Adding a BLOG to the website, for active content.
- Making social networking and e-blast links more visible.
- Remove the login from the front page!
- Minimize clutter
- Make the most recent Twitter and Facebook posts a feed on the front page.
- Set up a CRM database for current member data?

Bombe discussion

- Concerns over frequency and actual viewer/readership

Autocross

- Spectators for autocross have to be approved by Roberts
- Chris Trailer suggesting live results autocross software to interface with race data and/or replace AXware for a \$700 fee

Driving Tours

- Invite Tristan Littlehale to GGC summer picnic?

Delete if not done

- Working with Cowan on Summer picnic special activities
- Working on a new route for summer picnic driving tour
- Next tour after the summer party, sometime in the fall.

Action items:

Mail Chimp: Collins

New Member list: Ries

Postcards: Ries

Website issues to Linguist: Ries

Facebook poll for new newsletter name: Open

Meeting Jared fed up and left at 4:40p.m. ?? Fed up with what? adjourned at 4:40 p.m.

May 21, 2013

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

Board members not in attendance: Rodger Ball, Member-At-Large.

Guests: Jeff Cowan, Pacific Region VP; Mark Magee, Car control clinic coordinator; Ryan Rich, Technical sessions coordinator; Mike Zampiceni, Driving Tours coordinator; Sunny Virk, John Kim.

Meeting called to order at 7:22 p.m.

Next meeting scheduled for 7:00 p.m. June 18th at Laurelwood Round Table, San Mateo

Secretary report: Petrie

- Get the minutes out!

Driving events: Hull

Autocross: Roberts

- Upcoming event nearly full (94 signups)

- New policy: no more people admitted after 8:45 a.m. The gate will be closed

Car control clinics: Chan

- Advanced clinic very successful
- We sold 23 T-shirts.
- Teen/Family CCC September 28th (Editor's note: date changed after meeting.)
- Tentative Candlestick date in October for next CCC.
- Chan to resign from CCC. Magee to take over next year.
- Cow Palace parking lot as a potential lower cost alternative.
- Cow Palace Difficult schedule from November to April (due to SF Bulls hockey team)

Driving schools: Collins

- Laguna Seca OFest currently at 811 signups, all track days sold out except Saturday
- Some details remaining to be hammered out. Club races: Hull
- June 21-23 we are hosting Laguna Seca with 103.9dB limit!
- July 27-28 LA chapter is hosting Buttonwillow.
- September 28-29 we are hosting Sonoma Raceway with NASA
- October 5-6 National is hosting Laguna Seca with unlimited sound limits!
- November 9-10 driving school weekend at Fontana.

Treasurer's report: Hull

- We have money! 38k or so.
- Profit & Loss discussion.

Communications report: Collins

- Renaming our E-Bomb "Die F-Bombe"
- Mail list fully imported into Mail Chimp
- ~8000 members
- Considering upgrading our account
- Building out the newsletter template.
- Content to be sent to Percy.

Membership: Ries via email

- Facebook events up to date
- We have membership guides

- Working with Rich on a new tech session
- Cars & Coffees going well (South and East Bay)
- Planning event at GoPro?

Driving Tours: Zampiceni

- Summer party next month
- Already have 17 signups
- Trying to find another route, but not many options in that part of the peninsula.
- Cowan to follow up on possible Friday Morning tour for O'Fest.

Technical Sessions: Rich

- Detail Day part 2 in September
- Dyno Day part 2 in July
- Cars & Coffee ding removal specialist a possibility
- Karting Challenge planning
- Mozart Museum as a venue

Social Events: Open discussion

- Volunteer appreciation party
- Winter party 2014/2015 discussion

President's Report: Seeley

- Pacific Region Call discussion
- O'Fest numbers looking great.

Meeting adjourned at 8:48 p.m.

June 18, 2013

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

Guests: Jeff Cowan, Pacific Region VP; Ryan Rich, Technical sessions coordinator; Mike Zampiceni, Driving Tours coordinator; Mark Wartena, San Luis Obispo area representative; Sunny Virk, John Kim.

Meeting called to order at 7:28 p.m.
Next meeting scheduled for 7:00 p.m. July 16 at Celia's San Mateo

Secretary report: Petrie

- April minutes passed, May to be released shortly

Driving events: Hull

Autocross: Roberts

- Last event had 100 people, 16 waitlisted
- July autocross registration open
- New multi sig waiver for Marina! Thanks Dave Dunwoodie and Jeff Roberts!

Car control clinics: Chan

- August 4th Teen/Family
- SF Parks and Rec sending info out soon for early reg.
- Regular reg open July 6th
- 48 spots
- Ryan Rich to provide airbag
- Car control clinic October 19

Driving Schools: Collins

- O'Fest-900 people signed up!
- 140 ppl each day (Driving schools sold out!)
- Full on instructors
- November Thunderhill Club races
- Laguna Seca this weekend (June 21-23)! with scca
- Sept 28-29 in Sonoma

Treasurer's report

- \$46k! Tengemos mas dinero!
- Thunderhill ad
- 1/4 page B&W
- Voted, passed
- Percy & Eric to design and submit.

Communications report: Collins

- Newsletter due date discussion
- Twitter discussion!
- Hard copy discussion
- Next e-blast going out before next weekend (June 29th)
- Ideas to increase effectiveness of the Calendar of events.

Membership Report: Ries

- We have 4300 members!
- Mulling over member retention ideas.
- Eric's Goal: 5000 members
- Membership handout stuff (postcards, etc.)
- Data mining the next QR code round
- Ries and Roberts met Greg (Parts manager) at BMW Concord to discuss potential venue ideas
- No new FB promos

Social events

- Summer Party June 22
- Tours: Mike Z
- Summer party tour
- Set up and ready to go!
- 61 signups! 19 wins!
- O'Fest tour on that Friday!
- San Pedro Square event - South bay social event (meet and greet) parking at the top of the garage! Date coming soon!
- Volunteer appreciation party planning (invitation only party on the Peninsula)

Tech sessions - Rich

- Dyno Day July 27th - 8 signups.
- Meguiar's interior detail day aiming for October/November
- Karting Khallenge! - Commit to 36 for 3 hours
- K1 speed
- Point system
- Planning for 3 events
- \$60/per person

President's report: Seeley

- O'fest 900+ registered!

Editor's note: This one was for the record books, folks!

Meeting adjourned at 9:23 p.m.



We Are.

At Bavarian Professionals, we take such words as "demanding", "exacting", "meticulous" and "prompt" to heart. We are trained experts specializing in BMWs—our clients expect nothing less. After all, some of them are as German in their love for these automobiles as we are. Bavarian Professionals:
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Auto-X Results As of May 25

Gonzo Class (Points Adjusted Times)

Place	Car #	Name	Car	Points	Adjusted Time	Points Earned
1	116	Dave Dunwoodie	1997 M3 4 Dr	95	47.036	20
2	85	Jack Yu	2003 M3	80	47.873	15
3	5	Jeff Cowan	2011 M3 sedan	98	48.503	11
4	47	Hal Dorton	1997 M3 4 Dr	106	49.513	8
5	190	Brian Shadle	2009 135i Coupe	80	49.708	6
6	393	Athena Brekke	2011 M3 sedan	98	51.764	5
7	917	Darrel Lunge	1974 2002	106	53.555	4
8	48	Jay Ferguson	1974 2002	106	54.963	3
9	74	Diane Dorton	1997 M3 4 Dr	106	55.665	2

AAA Class

Place	Car#	Name	Car	Points	Time	Points Earned
1	188	Mack Tsang	1995 325i 4 Dr	74	47.780	20
2	788	Justin Tsang	1995 325i 4 Dr	74	48.082	15
3	211	Eric Lam	2011 MINI Cooper S	71	48.584	11
4	8	Rodger Ball	2003 M3	76	49.821	8
5	813	Jacob Kingsfather	1999 M3	72	51.900	6
6	616	John Ehni	2006 M3	77	52.148	5
7	339	Baron Garger	1995 M3	76	52.322	4
8	93	Jared Petrie	1999 M3 Convertible	72	54.081	3
9	336	Brandon Herbert	1995 M3	76	54.137	2
10	363	Dillon Alexander	1997 M3	74	55.267	1
11	606	Jane Ehni	2006 M3	77	55.367	0
12	128	Chu Chiang	2002 330Ci Coupe	75	55.755	0

AA Class

Place	Car #	Name	Car	Points	Time	Points Earned
1	340	Ronan Omahony	2001 M Coupe	68	50.376	20
2	280	Stephen Kolesar	1986 325es	65	50.484	15
3	86	Jeff Roberts	2005 330Ci Coupe	65	50.657	11
4	276	Michael Kolesar	1990 325i	69	50.662	8
5	356	Paul Brancato	2003 M3	64	51.357	6
6	313	Ricardo Jamin	1997 M3 4 Dr	62	52.716	5
7	111	Marc Digiovanni	2008 M3 coupe	65	53.462	4
8	511	John Kim	2003 330i Sedan Perf.	60	53.549	3
9	681 A	rt Kauffman	1995 M3	65	54.696	2
10	435	Harry Adjarian	2011 1M Coupe	67	55.274	1
11	140	Bing Du	2004 M3 Convertible	64	59.581	0
12	50	Tim Clark	2003 M3 19in wheels	62	60.401	0

A Class

Place	Car #	Name	Car	Points	Time	Points Earned
1	327	Christian Duvivier	1999 M Coupe	56	49.434	20
2	54	Paul Berton	1999 M3	59	49.581	15
3	12	James Keane	2005 M3	59	49.609	11
4	18	Rob Powers	1999 M3	59	49.846	8
5	219	Eric Ries	2006 Z4 3.0is Coupe	54	51.019	6
6	182	Fred Campbell	1999 M3	56	51.297	5
7	52	Nick Gerstner	2003 M3	58	53.658	4
8	230	Mat Gafke	1997 M3	56	54.326	3
9	444	Kranthi Maddineni	2006 M3 Convertible	52	54.399	2
10	767	Rob Brindle	2006 M6	57	54.982	1
11	271	Robert Dooley	2008 135i Coupe	53	55.173	0
12	700	Andrew Smith	2009 328i Coupe ZSP	50	55.245	0
13	56	Cliff Oates	2002 330Ci Coupe ZSP	59	55.250	0
14	320	Sean Gafke	1997 M3	56	55.743	0
15	162	Anthony Calayag	2005 M3 19in wheels	59	55.975	0
16	379	Dana Gleason	1995 M3	56	56.300	0
17	827	Aurelie Fonteny	1999 M Coupe	56	56.597	0

B Class

Place	Car #	Name	Car	Points	Time	Points Earned
1	306	Jeff Reitmeir	1996 318ti	40	51.581	20
2	123	Memet Aytolu	2010 135i Coupe	48	52.916	15
3	181	Alexander Karapety	2007 335i Sedan ZSP	45	53.076	11
4	652	Brendan Pramono	1988 535is	48	53.174	8
5	855	Justin Burke	2013 335is Coupe	45	53.804	6
6	146	Stephen Hunt	2010 335i	43	56.976	5
7	307	Eric Reitmeir	1996 318ti	40	57.033	4
8	332	Brian Chuck	2009 135i Coupe	47	57.333	3

C Class

Place	Car #	Name	Car	Points	Time	Points Earned
1	76	Ryan Rich	1996 Z3 1.9	39	51.480	20
2	413	Henry Loh	1991 318is	36	52.272	15
3	66	Paul Oeschger	2006 MINI Cooper	37	53.238	11
4	183	Utku Yilmaz	2000 328Ci	35	54.426	8
5	394	Barry Twycross	2007 MINI Cooper Sport 34	55.134	6	
6	194	Cathleen Twycross	2007 MINI Cooper Sport 34	56.434	5	
7	218	Daniella Crownover	1996 Z3 1.9	39	56.722	4
8	910	Rafael Soto	2005 Z4 2.5i ZSP	39	56.877	3
9	24	Chris Smead	2002 325i Sedan	27	58.864	2
10	161	Sachin Desai	2004 MINI Cooper S	35	60.130	1
11	124	Pardis Khosravi	2002 325i Sedan	27	60.343	0
12	97	Raymond Samaha	2002 330Ci Coupe	38	61.773	0
13	174	David Devlin	1988 325i Convertible	17	62.662	0
14	292	Al Kaehler	1998 328i 4 Dr	35	64.319	0

X Class

Place	Car #	Name	Car	Points	Time	Points Earned
1	521	Karlton Lew	2005 Porsche Carrera S	0	47.722	0
2	568	Alex Muresan	1998 Acura Integra R	0	48.290	0
3	561	TB Muresan	1998 Acura Integra R	0	49.464	0
4	186	Ross Maguire	2009 AMG C63	0	49.596	0
5	505	Jeff Eikenberry	1984 Chevrolet Corvette	0	50.002	0
6	468	Austin Maguire	2008 Subaru STI	0	50.123	0
7	82	Timothy Woo	2008 Lexus ISF	0	51.814	0
8	911	Tim Huang	2007 Porsche Cayman S	0	52.916	0
9	113	Benjamin Morehead	2003 Honda S2000	0	53.199	0
10	889	Michael Johnson	2012 VW GTI	0	53.225	0
11	333	Ian Dunn	2013 Subaru BRZ	0	53.330	0
12	800	Billy Purta	2013 Subaru BRZ Limited	0	53.364	0
13	520	Steven Purta	2013 Subaru BRZ Limited	0	53.547	0
14	811	Nick Li	2005 M3	0	55.378	0
15	950	Alex Estevez	???? ?????	0	55.656	0
16	420	Matthew Rich	1999 Porsche 911 C2	0	56.625	0
17	238	Keith Auyeung	2008 BMW 335i	0	60.083	0
18	396	Joseph Merritt	1996 Ford Mustang GT	0	65.444	0

Top Adjusted Times (Top Driver Shootout Formula)

Place	Name	Car	Time
1	Mack Tsang	1995 325i 4 Dr	45.892
2	Christian Duvivier	1999 M Coupe	46.090
3	Justin Tsang	1995 325i 4 Dr	46.182
4	Eric Lam	2011 MINI Cooper S	46.434
5	Paul Berton	1999 M3	46.457
6	James Keane	2005 M3	46.483
7	Ryan Rich	1996 Z3 1.9	46.669
8	Rob Powers	1999 M3	46.705
9	Jeff Reitmeir	1996 318ti	46.838
10	Dave Dunwoodie	1997 M3 4 Dr	47.036

Upcoming Club Events

Cars & Coffee - South Bay

Contact: Eric Ries

socialdirector@ggcbmwcca.org

Saturday 6, July 2013,

9:00am - 12:00pm

<http://www.ggcbmwcca.org/calendar/icalrepeat.detail/2013/07/06/186/9/cars-a-coffee-south-bay>

Please join us and your fellow BMW CCA members for cars & coffee!

Join your fellow chapter members for a warm morning beverage and some great conversations about BMWs. The event is held at the Starbucks on Homestead and Lawrence Expressway in the Super Kyo-Po plaza.

Starbucks - Santa Clara
3551 Homestead Road
Santa Clara, CA

Autocross

Contact: Jeff Roberts

autocross@ggcbmwcca.org

Saturday 13, July 2013,

8:00am - 5:00pm

<http://www.ggcbmwcca.org/calendar/icalrepeat.detail/2013/07/13/165/8/autocross>

Autocross events are low- to medium-speed auto racing events, that are often run in parking lots and on airport runways. Generally a course will be defined using traffic cones. One driver at a time negotiates a course laid out with the cones, or pylons, testing their skill against the clock. Time penalties are charged for disturbing cones, with a penalty of 1 second per cone. Generally, each driver takes 6-7 runs at an event, and is awarded the best time of all runs taken.

Autocross 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 jump point into the sport of road racing, but the greatest thrill of autocross is the challenge of beating your own time. It's fun!

Marina Municipal Airport
733 Neeson Rd
Marina, CA

Dyno Day

Contact: Ryan Rich

southbayrep@ggcbmwcca.org

Saturday 27, July 2013,

9:30am - 5:00pm

<http://www.ggcbmwcca.org/calendar/icalrepeat.detail/2013/07/27/193/9/dyno-day>

Bragging rights mean nothing if you don't have the proof. Put your car on the Dyno and get a real measurement of how much power your car is putting down. Come join us at Dietsch Werks located at Club Auto Sport in San Jose for a Dyno Day and BBQ. Dietsch Werks just installed an in-ground AWD Chassis Dyno built by SuperFlow Technologies Group. For \$85 you get three runs on the Dyno, a video of your runs, and a BBQ lunch! If you want to bring a friend it is only \$10 and will include a BBQ lunch.

We also welcome our Members to come out and socialize at this event! If you'd like to observe and chat with fellow members, feel free to stop by. Please keep in mind that this event is for GGC BMW CCA members only. -

Dietsch Werks
521 Charcot Avenue, #251
San Jose, CA

BMW CCA • AUGUST 16-24, 2013

MONTEREY WEEK

Join us for more than a full week of BMW enthusiast events!



Legends of the Autobahn

FRIDAY, AUGUST 16 • Monterey, CA



Festorics Turn Five Corral and Hospitality Area

SATURDAY AND SUNDAY, AUGUST 17-18 • Mazda Raceway Laguna Seca



Oktoberfest 2013

MONDAY, AUGUST 19 TO SATURDAY, AUGUST 24

Host Hotel: Hyatt Regency Monterey • Host Track: Mazda Raceway Laguna Seca



BMW CCA
BMW Car Club of America

JOIN THE
EXPERIENCE

Teen/Family Car Control Clinic

Contact: Canyon Chan
carcontrol@ggcbmwcca.org
Sunday 4, August 2013,
8:00am - 5:00pm

<http://www.ggcbmwcca.org/calendar/icalrepeat.detail/2013/08/04/195/-/teenfamily-car-control-clinic>

In conjunction with the San Francisco Recreation & Parks Department, our chapter is pleased to announce a special car control clinic oriented towards teen drivers and their families, and at a reduced price compared to our normal clinics.

Traditional driver's ed classes for teenage and beginning drivers typically only really cover driving regulations and some basic practice at driving a car on the road – more just the “rules” of driving, so to speak. Our car control clinics are designed to teach “skills” to drivers – for example, what to do when the car begins to slide or skid, staying in control during a panic braking stop, or swerving around an obstacle. These skills are especially important for teen drivers to learn, given their limited experience behind the wheel – and can be life saving knowledge when such situations occur. What could be more important than to give a teenage driver the knowledge and skills to be a better, safer driver?

Registration is ONLY open to drivers aged 16 to 21, and their adult parents (we note that some teens learn better without their parents around, while others enjoy sharing the day with their parent(s)). We have one of our regular clinics scheduled for later in the year for non-teens.

Candlestick Park
490 Jamestown Avenue
San Francisco, CA

Autocross

Saturday 10 August 2013,
8:00am - 5:00pm

Contact: Jeff Roberts
autocross@ggcbmwcca.org

<http://www.ggcbmwcca.org/calendar/icalrepeat.detail/2013/08/10/166/-/autocross>

Autocross events are low- to medium-speed auto racing events, that are often run in parking lots and on airport runways. Generally a course will be defined using traffic cones. One driver at a time negotiates a course laid out with the cones, or pylons, testing their skill against the clock. Time penalties are charged for disturbing cones, with a

penalty of 1 second per cone. Generally, each driver takes 6-7 runs at an event, and is awarded the best time of all runs taken.

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Marina Municipal Airport
733 Neeson Rd
Marina, CA

BMW CCA Festorics

Friday 16 August 2013 - 8:00am
to Sunday 18 August 2013 - 5:00pm

<http://www.festorics.org>

BMW CCA Monterey Weekend's Festorics August 16-18, 2013, sponsored by BMW NA, the BMW Performance Center, Liberty Mutual Insurance, Sonax, Spaten, and the BMW CCA, celebrates the mystique of BMW and our appreciation for the marque. Our Weekend starts off on Friday with the Legend's of the Autobahn at Pasadera Country Club in Monterey followed by Festorics at Mazda Raceway Laguna Seca, Monterey. And to really complete your Monterey experience, plan to remain on the peninsula and join us for the 44th BMW CCA Oktoberfest celebration, including social events, driving schools, BMW test drives, autocross competition, rallies, and more!

Festorics features a two-day parking corral with hospitality tents overlooking Laguna Seca's Turn Five. Packages include the opportunity to buy corral tickets, lunch tickets, a special BMW BBQ dinner ticket, and event tickets to the Reunion races themselves—all from one convenient source! But the corral at the track is only one attraction. Don't miss the BMW CCA Club Dinner at the Pasadera Country Club in Monterey.

Mazda Raceway Laguna Seca
1021 Monterey Salinas Hwy
Salinas, CA

BMW CCA Oktoberfest
Monday 19, August 2013
to Saturday 24 August 2013

www.bmwccaofest.org

Oktoberfest is coming to Laguna Seca! Online registration is open! It's here at last. You've always wanted to attend Monterey historic car week, drive at Laguna Seca, and participate in Oktoberfest—so this will be the once in a lifetime opportunity you've been waiting for! Oktoberfest 2013 will kick off in Monterey immediately following the historic car races at Laguna Seca. Starting Monday, August 19, our host hotel will be the Hyatt Regency in Monterey, California—and the track, of course, is the worldfamous Mazda Raceway Laguna Seca. Yes, finally you, too, will drive the Corkscrew!

Mazda Raceway Laguna Seca
1021 Monterey Salinas Hwy
Salinas, CA

Autocross

Saturday 14, September 2013,
8:00am - 5:00pm

Contact: Jeff Roberts
autocross@ggcbmwcca.org

<http://www.ggcbmwcca.org/calendar/icalrepeat.detail/2013/09/14/167/-/autocross>

Autocross events are low- to medium-speed auto racing events, that are often run in parking lots and on airport runways. Generally a course will be defined using traffic cones. One driver at a time negotiates a course laid out with the cones, or pylons, testing their skill against the clock. Time penalties are charged for disturbing cones, with a penalty of 1 second per cone. Generally, each driver takes 6-7 runs at an event, and is awarded the best time of all runs taken. Autocross 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 jump point into the sport of road racing, but the greatest thrill of autocross is the challenge of beating your own time. It's fun!

Marina Municipal Airport
733 Neeson Rd
Marina, CA

Cars & Coffee - South Bay

Contact: Eric Ries
socialdirector@ggcbmwcca.org
Saturday 06 July 2013,
9:00am - 12:00pm

<http://www.ggcbmwcca.org/calendar/icalrepeat.detail/2013/09/21/158/-/cars-aamp-coffee>

Please join us and your fellow BMW CCA members for cars & coffee!

Join your fellow chapter members for a warm morning beverage and some great conversations about BMWs. The event is held at the Starbucks on Homestead and Lawrence Expressway in the Super Kyo-Po plaza.

Starbucks - Santa Clara
3551 Homestead Road
Santa Clara, CA

For More events visit the
Golden Gate Chapter website at
<http://ggcbmwcca.org>

BMW CCA DISCOUNTS

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

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

Independent Service & Supply	City	Discount	Phone	URL
Berkeley Motor Works	Albany	10% Labor	510 528-1214	www.berkeleymotor.com
German Auto Kraft	Belmont	20% Labor on maint/brake rep	650 595-2777	www.germanautokraft.com
Bavarian Professionals	Berkeley	10% Labor	510 524-6000	www.bavpros.com
BTM Motorwerks	Campbell	5% Parts/Labor	408 369-1911	www.btmotorwerks.com
Dinan Engineering	Campbell	10% Labor	408 866-0606	www.dinancars.com
RennWerks Performance	Campbell	10% Labor/5% Parts	408 370-7480	www.rennwerks.com
Auto Analysts	Castro Valley	10% Labor	510 582-0201	www.autoanalysts.com
Edge Motorworks	Dublin	10% Labor	925 479-0797	www.edgemotorworks.com
Alekshop	Fremont	10% Labor/free tech insp	925 609-4559	www.alekshop.com
Auto Concierge	Fremont	10% off quoted full detail	925 852-1962	www.justwaxed.net
Double O2 Salvage	Hayward	10% Used Parts	510 782-2002	www.002salvage.com
Sound Innovations	Hayward	10% Parts	510 471-9062	www.soundinnovations.com
Bavarian Motorsport	Milpitas	10% Parts	408 956-1662	www.bavarianmotorsport.net
Jam Engineering	Monterey	Various parts	831 372-1787	www.jameng.com
Dinan Engineering	Morgan Hill	10% Labor	408 779-8584	www.dinancars.com
Corporate Auto Works	Mountain View	10% Parts/Labor	650 691-9477	www.corporateautoworks.com
Dinan Engineering	Mountain View	10% Labor	650 962-9401	www.dinancars.com
Track Star Racing	Mountain View	10% Parts/Labor	650 961-2350	www.trackstarracing.com
Performance Technic, Inc.	Pleasanton	10-15% Parts	925 426-1361	www.performancetechnic.com
SAS German Auto	Pleasanton	10% Parts	925 846-4886	www.sasgermanauto.com
Portola Valley Garage	Portola Valley	10% Labor	650 851-7442	www.pvgarage.com
Valley Motorwerks	Rancho Cordova	10% Parts/Labor	916 636-9526	www.vmwwerks.com
Rossi's Tire & Auto Service	Salinas	Various	831 424-0011	www.rossitire.com
Bimmers Independent	San Carlos	Various	650 591-2474	www.bimmersindependent.com
German Motors Collision Ctr	San Francisco	\$100 off repairs over \$1,000	415 551-2639	www.sfgermanmotors.com
John Gardiner Automotive	San Francisco	10% Labor	415 777-2697	www.jgauto.com
Phaedrus	San Francisco	10% Parts	415 567-8000	www.phaedrusmd.com
Vanguard Motors	San Francisco	10% Labor	415 255-8450	www.vanguardmotors.com
Borelli Motor Sports	San Jose	10% Service/Labor	408 770-1220	www.borellimotorsports.com
Extreme Performance	San Jose	10% Parts/Labor	408 923-6404	www.xperformance.com
2002 Haus	San Luis Obispo	5% Parts	805 541-2002	www.2002haus.com
Heyneman European	San Rafael	\$50 off service	415 499-1234	www.heynemaneuropean.com
West Bay Bavarian	San Rafael	10% Parts/Labor/Dinan work	415 457-0820	www.westbaybavarian.com
Diablo Motors	San Ramon	10% Parts/Labor	925 830-4269	www.diablotmotors.com
Bavarian Enterprises	Santa Clara	Various Parts	408 737-6100	www.bavarian-enterprise.com
German Auto Body	Santa Clara	\$100 off repairs over \$1,000	408 727-3368	www.germanautobody.com
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Nate Smith's Optimal Auto	Santa Cruz	10% Parts	831 476-1332	www.optimalauto.com
German Auto	Santa Maria	10% Parts	805 922-1262	www.germanautosm.net
Bavarian Tuning	Santa Rosa	10% Parts/Labor	707 575-3757	www.bavarian-tuning.com
GS Tuning	Santa Rosa	10% Sales/Service	707 284-2680	www.gstuningbmw.com
BMW Performance Driving School	Spartanburg, SC	15% off driving programs	BMWusa.com	www.bmwusa.com/performancecenter
Milt's Service Garage	Vallejo	10% Parts/Labor	707 643-7548	www.miltservicegarage.com
M Service	Walnut Creek	10% Parts/Labor, up to \$100	925 932-8744	www.ms-service.com
evosport		10% Parts, \$1000 svc=free dyno	888 520-9971	www.evospport.com
Patelco Credit Union		Special Offer	415 442-6200	www.Patelco.org

Dealership Discounts	City	Discount	Phone	URL
Weatherford BMW	Berkeley	Various	510 654-8280	www.weatherfordbmw.com
BMW Concord	Concord	10% Parts/15% Accessories	925 682-3577	www.bmwconcord.com
Mini of Concord	Concord	10% Parts/15% Accessories	867 704-9479	www.miniofconcord.com
BMW of Fremont	Fremont	10% Parts/ Labor/15% Accessories	510 360-5900	www.bmwoffremont.com
Mini of Marin	Marin		415 737-0500	www.miniofmarin.com
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East Bay Mini	Pleasanton		866 549-5589	www.eastbaymini.com
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BMW of San Francisco	San Francisco	10% Parts	415 863-9000	www.bmwssf.com
Mini of San Francisco	San Francisco	20% Parts/labor, free inspection	877 209-9322	www.minisf.com
Coast BMW	San Luis Obispo	10% Parts	805 543-4423	www.coastbmw.com
Peter Pan BMW	San Mateo	10% Parts	650 349-9077	www.peterpanbmw.com
Peter Pan BMW Parts/Svc	San Mateo/Burlingame	10% Parts	650 204-7600	www.peterpanbmw.com
Sonnen BMW	San Rafael	10% Parts	415 482-2000	www.sonnenbmw.com
Stevens Creek BMW	Santa Clara	10% Parts & Labor	408 249-9070	www.stevenscreekbmw.com
Mini of Stevens Creek	Santa Clara		408 260-4900	www.miniofstevenscreek.com
BMW of Santa Maria	Santa Maria	10% Parts	805 614-0306	www.bmwsm.com
Hansel BMW	Santa Rosa	10% Parts	707 545-6602	www.hanselbmwofsanrosas.com
BMW of Monterey	Seaside	10% Parts	831 899-5555	www.bmwmonterey.com

* Sacramento Valley Chapter region

LOCAL BMW DEALERS

The Golden Gate Chapter covers a vast area, and subsequently has several BMW and Mini dealerships for you to choose from. This is the list of dealerships in our area, as well as the discounts they offer to Club members. Do remember to show your membership card in order to receive the discount!

Welcome New Members

Wow, what a big quarter for new members. We added close to 100 new BMW CCA chapter members. Be sure to connect with our new friends at the next event or online!

Ron	Abidog	Sean	Green	Malvina	Predoliak
Edward	Aguiar	Daniel	Halem	Deglan	Reager
David	Albertalli	Sean	Hamilton	Matthew	Robinson
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Keith	Auyeung	Ray	Ho	Naji	Samaha
Michael	Badalov	Zhenyu	Hou	Mark	Semones
William	Banker	Stephen	Hunt	Avijit	Sen
Scott	Barbour	Jazvir	Jassal	Graham	Sheeks
William	Berndt	Daniel	Johnson	Kyle	Sheeks
ILA	Bhatia	Jackie	Jouret	Dan	Simoes
David	Bird	David	Kay	Craig	Sjoberg
Anthony	Calayag	James	Keppel	Firouzeh	Soleymani
Ram	Chamarthy	Lynn	Keppel	Lou	Stamos
Ariel	Chan	Domagoj	Koprivic	James	Stan
Gary	Chan	John	Lam	Jeff	Stramaglia
Larry	Chew	Kenn	Lara	Ali-Haider	tayeb
Corey	Chow	Noel	Lara	Ali-Imran	Tayeb
Brian	Chuck	Justin	Lazaro	Hsiao	Thio
Robert	Couly	James	Leinenkugel	Dale	Tocchini
Daniella	Crownover	David	Lew	Ke-Ping	Tsao
Anshul	Dawra	Sunit	Lohtia	Raza	Uddin
Morgan	Denebeim	Ross	Maguire	Salah	Uddin
Cameron	DeOliviera	Ben	Martin	Joseph	Usi
Sachin	Desai	david	maselli	Nicholas	Velastegui
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Erik	Eikenberry	Joel	McGill	Steffani	Woo
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Alex	Esteves	Evin	Murphy	Henry	Zheng
Jared	Evans	Vahe	Oughourlian	victor	zodiacal
Jonathan	Feuchtwang	Nicholas	Parker		
Aurelie	Fonteny	Robert	Parker		
Ben	Friedenberg	Zach	Pehling		
Jehan	Godrej	Ron	Pitluk		



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When times get tough, savvy BMW owners get going to Dinan. That's because they know Dinan offers top value, combining unmatched technical knowledge with affordable prices. Our outstanding reputation is based on over 30 years of specialization in BMW service and a passion for the product.

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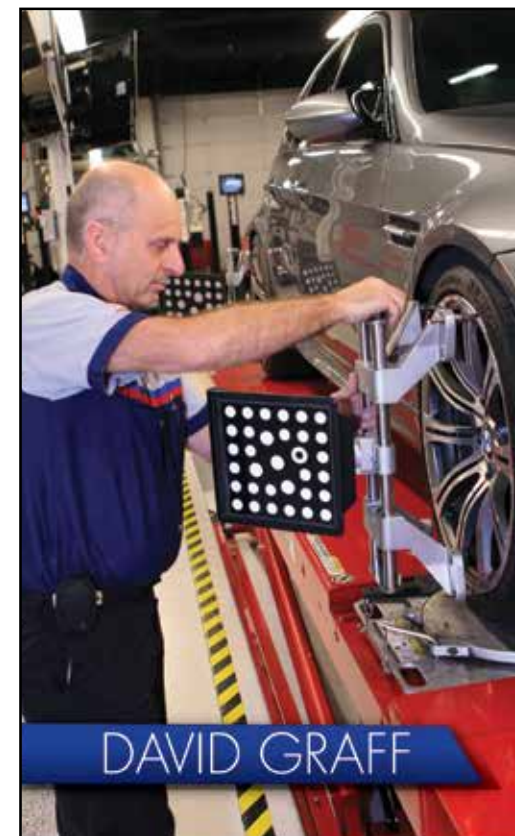
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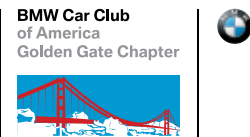
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 68 Mitchell Blvd, Suite 240, San Rafael, CA 94903

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

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

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

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

Privacy: 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), 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.

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Publishing: Die Flüsternde Bombe is produced quarterly. Article/photo submission deadline is the first day of each month prior to publication. Submissions go to the editor at Bombe@ggcbmwcca.org.

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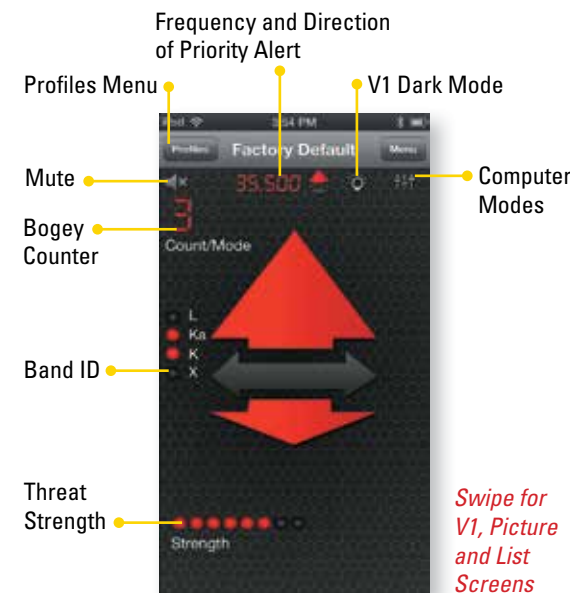
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