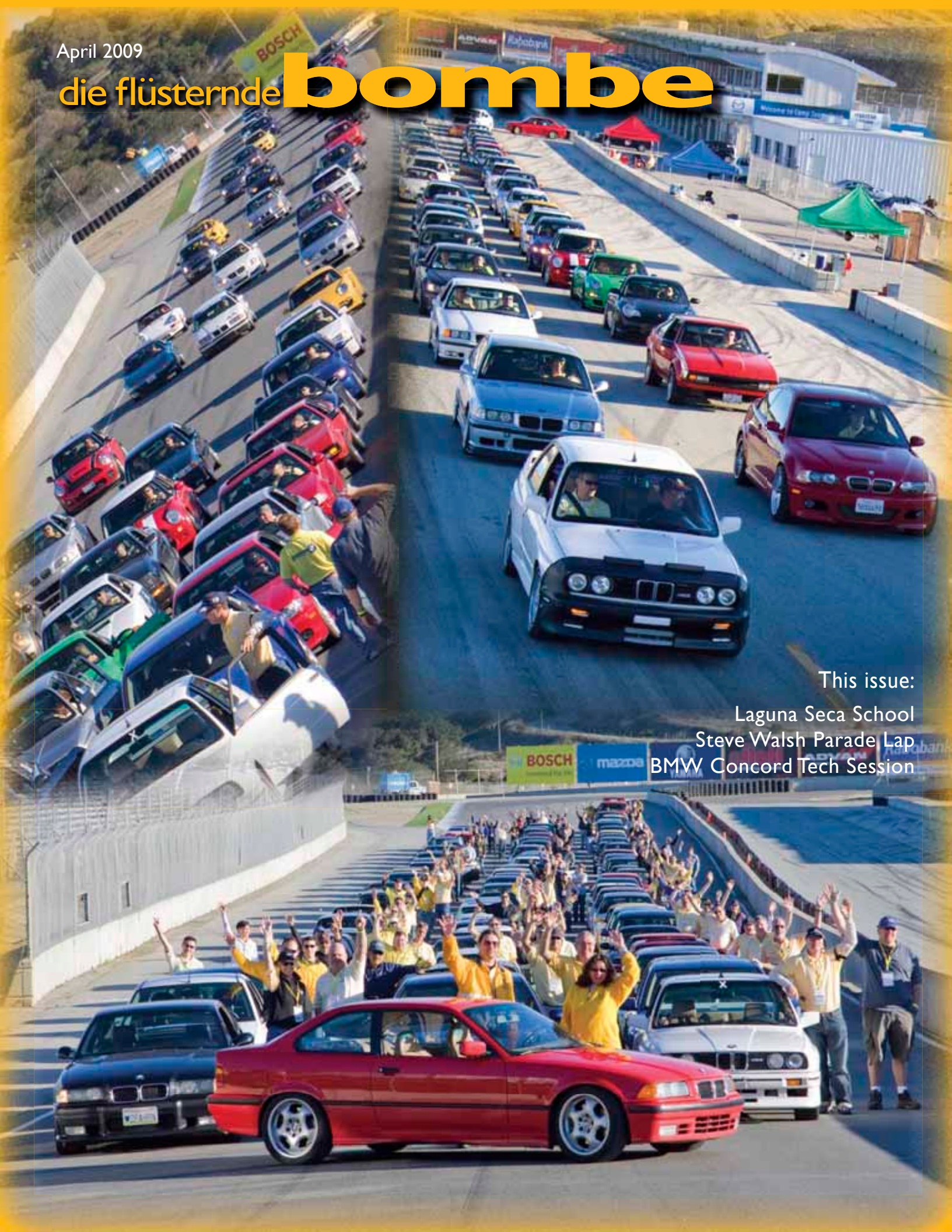


April 2009

# die flüsternde **bombe**



This issue:

Laguna Seca School

Steve Walsh Parade Lap

BMW Concord Tech Session



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**John Orbon  
Berkeley, CA  
BMW CCA# 135454**



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Your input is encouraged! Magazine submissions deadline is the first of each month prior to publication.

Die Flüsternde Bombe: "The Whispering Bomb"

July 2, 1969-2009 Golden Gate Chapter  
Celebrating 40 years of BMW enthusiasm in the Golden Gate region.

[WWW.GGCBMWCCA.ORG](http://WWW.GGCBMWCCA.ORG)

**On the cover**

The Steve Walsh Memorial Driving School at Laguna Seca began with a tribute to Steve, as his friends drove a parade lap led by Steve's red 3 Series.  
Photos: Kris Linquist

**Chapter Email List:**

The Golden Gate Chapter has created an email list from the National BMW CCA database to send out event announcements that don't make it into print. We promise to respect your time and limit the frequency of these messages to one or two a month.

This email list is sent to all Golden Gate chapter members who choose to provide an email address to the BMW CCA when they joined or renewed their membership. You have the option to add or remove your address from this list at any time. To add your email address visit <http://lists.ggcbmwcca.org/mailman/listinfo/announce> and follow the directions. To remove your address go to <http://lists.ggcbmwcca.org/mailman/options/announce>, enter your email address and click on the unsubscribe button. There is no password.

**Classified Advertising Submissions:**

Our online Classified Ads are free to all current BMW CCA members. To submit an ad, please visit Golden Gate chapter's website: [www.ggcbmwcca.org](http://www.ggcbmwcca.org). This magazine no longer accepts classified ads for print.

**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 Assignments Editor at: [AE@ggcbmwcca.org](mailto:AE@ggcbmwcca.org).

**Commercial Advertising:**

This publication is read monthly by over 5,000 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](mailto:Advertising@ggcbmwcca.org). Please note, this publication is sent Bulk Rate USPS.

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

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Specified Placement fee: 25% of ad cost/mo.				
<b>Inside front/back cover (color):</b>				
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Hi, folks! Thanks to the 100 or so of you who voted for me, I'm your newest Chapter board member—taking on the secretary position. I'm not sure winning an unopposed election is such a huge personal accomplishment, but seriously, thanks! Honestly, I'm really happy to be joining the Chapter board.

As I'm sure is the case for a lot of you out there, it was a fascination with BMW's 2002 that brought me into the fold. In 1986 I bought a ratty eleven-year-old 2002 which had led a rough life. I had to replace the clutch, the trunk floor, and both front footwells—all in the first month. But it was great fun to drive—especially when critical parts weren't falling off!

Interestingly, it was my interaction with the car, the perpetual do-it-yourself repairs, which strengthened my enjoyment. Countless mechanical missteps were made on that unfortunate little brown car; not having discovered the BMW CCA yet, I was mostly learning on my own, using a photocopied factory service manual (in German and cryptic English). If learning comes from becoming aware of one's own errors, then all those botched repairs should have made me a master mechanic. That poor car only lasted another year before it devolved into a rusty lawn ornament.

A few years later, thoughts of a 2002 were still in my head; I simply had to have another one. By this time, someone had told me about the CCA, and I joined with the hopes of learning how to properly care for a BMW. I attended many of the 2002fest West events in San Luis Obispo, and learned how a properly maintained 2002 should look, and how a successfully modified 2002 should sound. Now, sixteen years and four BMWs later, I'm an active volunteer in the Club. I still do most of my own repairs, albeit with far fewer mistakes—thanks to what I've learned from my CCA friends.

The point is that we are all Club members because we share an enthusiasm for BMWs, and we can all learn from each other. Whether it's improving your skills behind the wheel at a car-control clinic or high-performance driving school (HPDS), learning suspension-setup secrets at a technical session, or just enjoying good company on a back-roads wine tour, participating in our Chapter's activities is the most direct way to increase your knowledge of BMWs. Take a look at the Chapter calendar here in the *Bombe*; you'll find a long list of events where you can meet others who share your enthusiasm for Bavarian cars. If you expect your car to be more than just a transportation appliance, we understand—you don't have to justify that passion to CCA members.

I recommend that you check out the sheer variety of upcoming Chapter events. April 4 kicks off our extremely



By David Crum, Secretary

popular autocross season. These sell-out events give you the opportunity to have fun with your car, while also giving you a chance to get a demonstration from the seasoned autocross veterans. You might be surprised to find that expensive mods aren't what really make your car faster!

If you'd rather have some vistas with your driving, there is the Twin Peaks tour on the April 11. This back-roads driving tour lets you see Silicon Valley from the top of Mount Hamilton, the vineyards of Livermore Valley, and more.

Some of you might be making the pilgrimage to the tenth edition of Bimmerfest in Santa Barbara on May 2. It's not a BMW CCA event, so it's a great opportunity, while you're checking out all the subwoofers and Lambo doors, to recruit some of your fellow 'fest participants to join the CCA. One of the features of the BMW CCA 2009 membership drive (see more info in this issue and on [www.bmwcca.org](http://www.bmwcca.org)) is what they are calling "BMW CCA Bucks." You earn five BMW CCA bucks for each new member you recruit, which can be used toward your own membership or for Club merchandise. There are also grand prizes for the three Club members who refer the most new members—good prizes like the M School, a Valentine One radar detector... you know, stuff you really need—er, want.

Also in May, the autocross series continues, the driving tours crisscross more of California, the Central Cal Chapter has an HPDS at Buttonwillow Raceway, and the Los Angeles Chapter follows with their school at Auto Club Speedway. The, there is the program that is considered the essential building block for your driving skills, our car-control clinic. In May we're offering one for adults and another just for teens—these schools usually sell out in less than 48 hours!

So you can see that our Chapter offers a great variety of events for you to get out and meet like-minded BMW enthusiasts. You'll see me at many of these events—and yes, I still learn something new from Club members at every event I attend.



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Dates	Event/Location	Contact
<b>April</b>		
Apr 4	Autocross Marina Municipal Airport, Marina	GG Chpt Matt Visser & Kris Linquist AutoX@ggcbmwcca.org
Apr 11	Twin Peaks Tour Mt. Hamilton & Mt. Diablo	GG Chpt David Crum Tours@ggcbmwcca.org
<b>May</b>		
May 2	Bimmerfest Santa Barbara Polo & Racquet Club, Carpinteria	GG Chpt Events@bimmerfest.com
May 3	Post-Bimmerfest Solvang Tour	GG Chpt Dennis Harrold SLOAreaRep@ggcbmwcca.org
May 17	Autocross Marina Municipal Airport, Marina	GG Chpt Matt Visser & Kris Linquist AutoX@ggcbmwcca.org
May 29	Buttonwillow Driving School Buttonwillow Raceway Park, Buttonwillow	CC Chpt Peter Kwan www.ccbmwcca.org
May 30	Teen Street Survival School Candlestick Park, San Francisco	GG Chpt CCC Team CarControl@ggcbmwcca.org
May 30-31	Auto Club Speedway Driving School Auto Club Speedway, Fontana	LA Chpt Delight Lucas & Roger Scilley DJLucas@cox.net
May 30-31	Club Race: Auto Club Speedway Auto Club Speedway, Fontana, CA	Club Racing Patrick Avakian patavakian@gmail.com
May 31	Car-Control Clinic Candlestick Park, San Francisco	GG Chpt CCC Team CarControl@ggcbmwcca.org
<b>June</b>		
Jun 6	Klondike Gold Rush Rally San Luis Obispo County	GG Chpt Dennis Harrold SLOAreaRep@ggcbmwcca.org
Jun 6	Technical Session Performance Art, Gilroy	GG Chpt Aleksy Kadukin techsessions@ggcbmwcca.org
Jun 13	Autocross School - SOLD OUT! Marina Municipal Airport, Marina	GG Chpt Matt Visser & Kris Linquist AutoX@ggcbmwcca.org
Jun 14	Autocross Marina Municipal Airport, Marina	GG Chpt Matt Visser & Kris Linquist AutoX@ggcbmwcca.org
Jun 20	Sonoma Coast Tour Sonoma	GG Chpt David Crum Tours@ggcbmwcca.org
<b>July</b>		
Jul 10	Sierra Mountain Tour TBD	GG Chpt David Crum www.ggcbmwcca.org
Jul 12	Gathering of Friends car show Laguna Lake, San Luis Obispo	GG Chpt Dennis Harrold SLOAreaRep@ggcbmwcca.org
Jul 25	Car-Control Clinic Marina Municipal Airport, Marina	GG Chpt CCC Team CarControl@ggcbmwcca.org

Jul 26 Autocross  
Marina Municipal Airport, Marina  
GG Chpt  
Matt Visser & Kris Linquist  
AutoX@ggcbmwcca.org

**August**

Aug 8 SLO Meet & Greet  
San Luis Obispo  
GG Chpt  
Dennis Harrold  
SLOAreaRep@ggcbmwcca.org

Aug 8-9 Club Race: Thunderhill  
Thunderhill Raceway Park, Willows  
GG Chpt  
Mark Dadgar  
DEC@ggcbmwcca.org

Aug 8-9 Thunderhill Driving School  
Thunderhill Raceway Park, Willows  
GG Chpt  
Kelly Collins & Mark Dadgar  
TrackSchools@ggcbmwcca.org

**Aug 14 West Coast Summer Concours**  
Rancho Cañada Golf Course, Carmel Valley  
CC Chpt  
Wayne Wundrum  
BMWWayne@aol.com

Aug 14 Backroads to Big Sur  
Carmel Valley to Big Sur  
GG Chpt  
David Crum  
Tours@ggcbmwcca.org

**Aug 14-16 BMW Festorics**  
Mazda Raceway Laguna Seca, Monterey  
GG Chpt  
Team Festorics  
Info@Festorics.org

Aug 22 Autocross  
Marina Municipal Airport, Marina  
GG Chpt  
Matt Visser & Kris Linquist  
AutoX@ggcbmwcca.org

**September**

Sep 20 Autocross  
Marina Municipal Airport, Marina  
GG Chpt  
Matt Visser & Kris Linquist  
AutoX@ggcbmwcca.org

Sep 20 Tepusquet/Bull Canyon Run Tour  
Santa Barbara/San Luis Obispo County  
GG Chpt  
Dennis Harrold  
SLOAreaRep@ggcbmwcca.org

Sep 21-22 Buttonwillow Driving School  
Buttonwillow Raceway Park, Buttonwillow  
SD Chpt  
Andre Pantic  
ApexAndre@Ymail.com

**Sep 28- Oct 2 BMW CCA Oktoberfest**  
Road Atlanta, Atlanta  
BMW CCA  
Linda Axelson 864 250-0022  
LindaA@bmwcca.org

**October**

Oct 10 Car-Control Clinic  
Marina Municipal Airport, Marina  
GG Chpt  
CCC Team  
CarControl@ggcbmwcca.org

Oct 11 Autocross  
Marina Municipal Airport, Marina  
GG Chpt  
Matt Visser & Kris Linquist  
AutoX@ggcbmwcca.org

Oct 17 Technical Session  
TBD  
GG Chpt  
Dennis Harrold  
SLOAreaRep@ggcbmwcca.org

Oct 31 - Nov 1 Club Race: Infineon Raceway  
Infineon Raceway, Sonoma  
GG Chpt  
Mark Dadgar  
DEC@ggcbmwcca.org

Oct 31 - Nov 1 Infineon Driving School  
Infineon Raceway, Sonoma  
GG Chpt  
Kelly Collins & Mark Dadgar  
TrackSchools@ggcbmwcca.org

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

**November**

Nov 9 Top-Driver Shootout  
Marina Municipal Airport, Marina  
GG Chpt  
Matt Visser & Kris Linquist  
AutoX@ggcbmwcca.org

Nov 14 Santa Cruz Mountains Tour  
Santa Cruz Mountains  
GG Chpt  
David Crum  
Tours@ggcbmwcca.org

Nov 15 Pozo Tour  
San Luis Obispo County  
GG Chpt  
Dennis Harrold  
SLOAreaRep@ggcbmwcca.org

Nov 21-22 Willow Springs Driving School  
Willow Springs Intl. Raceway  
LA Chpt  
Delight Lucas & Roger Scilley  
DJLucas@cox.net

**Bolded events are Regional or National CCA events**

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Join us at Candlestick Park for one or more of the 2009 car-control clinics. You will learn the basics of performance car control by participating in slalom, skid pad, and emergency-avoidance exercises with instruction. The car-control clinic is a day-long event that consists of three low-speed exercises: a skid pad, a slalom course, and a braking and accident-avoidance simulation. These exercises will better prepare you for situations on the track, as well as in everyday driving.

Event cost is \$100, which includes lunch. If you plan to attend, please read our event overview. Note: Snell SA2000 or M2000 (or newer) helmets are required for this event. Watch the website for registration details coming soon.

Dates: May 31  
July 25  
October 10

Where: Monster/Candlestick Park, San Francisco

Contact: Bob Goebel, Canyon Chan, Grant Low,  
Paula Williamson; CarControl@ggcbmwcca.org

## AUTOCROSS SEASON

Come on out and join the autocross fun at Marina Municipal Airport. Autocross is an inexpensive, safe way to experience the dynamics of your car. It develops your driving ability, and helps you discover your car's capabilities and limitations—making you a better, safer driver on the road. The greatest thrill of autocross is the challenge of beating your own time. It's fun! Want to read more? Check out the Autocross Primer on the Chapter website.

We no longer accept on-site registration. Event cost is \$45 (a bag lunch is optional for an extra \$5). Our lunch break is only 45 minutes long. You must return on time! The drivers' meeting begins at 9:00 a.m.—if you miss it, you will not be allowed to participate in the event. Register online at MotorsportReg.com.

Dates: April 4, 9:00 a.m.  
May 17  
June 14  
July 26  
August 22  
September 20  
October 11  
November 1 (Top Driver Shootout)

Where: Marina Municipal Airport, Marina

Contacts: Matt Visser & Kris Linquist,  
autocross@ggcbmwcca.org

## BIMMERFEST X: 2009

Mark your calendars now so you don't miss the biggest and best independent BMW auto show in North America. This is the 10th annual event and it will be bigger and better than every. The new location is the Santa Barbara Polo & Racquet Club in Carpinteria. Online registration is open!

Get more information <https://eventreg.bimmerfest.com/events.php>.

*Please note: This event is not a BMW CCA-sponsored event. It is included here as an event of interest to BMW owners.*

When: May 2

Where: Santa Barbara Polo & Racquet Club, Carpinteria

Contact: Bimmerfest.com, events@bimmerfest.com

## POST-BIMMERFEST SOLVANG TOUR

Our second annual "Solvang or Bust" tour takes place on Sunday, May 3. We will meet at BMW of Santa Maria at 10:00 a.m. and start south on Highway 135 to Harris Grade Road, continuing over the hills to Lompoc. We then pick up Highway 1, on the west side of town, and finally take Santa Rosa Road to Buellton and on to Solvang. We'll have lunch at the River Grill at the Alisal golf resort about noon (the brunch menu can be viewed at [www.rivercourse.com](http://www.rivercourse.com)), after which we head north through Sideways wine country and take Foxen Canyon Road back to Santa Maria and 101.

Club members on their way back from Bimmerfest are invited to join us at the restaurant. The more adventurous will want to exit 101 south of Solvang at La Plata Place and take Alisal/Santa Rosa Road into town. It's a route that's tight and a little rough, but interesting with some nice scenery.

Please RSVP by Friday, April 30.

When: May 3, 10:00 a.m.

Meet: BMW of Santa Maria, 2150 College Wy,  
Santa Maria

Contact: Dennis Harrold,  
SLOAreaRep@ggcbmwcca.org

## BAY AREA 02 SWAP AND SHOW

Like clockwork, it's time for our annual Bay Area 02 Swap and Show at the Brisbane Marina. It will be held May 16 from 9:00 a.m. to 3:00 p.m.. There is a \$20 per car entry fee, which entitles you to a T-shirt, program, raffle ticket, and whatever swag comes our way. Spectators are free! It is open to 1600s, 2002s, 2002 Turbos, Tourings, Bavarias, Sharks, and most BMWs of the period—even LeMons cars. We usually get about one hundred cars—most in beautiful condition—from strictly stock, to wild.

You can pre-register at MotorsportReg.com. Day of the event registration will be open from 9:00 a.m. to 11:00 a.m. only.

When: May 16, 9:00 a.m.-3:00 p.m.

Where: Brisbane Marina,  
400 Sierra Point Pkwy, Brisbane

Contact: Paul Gommel, pgommel@gmail.com

## BUTTONWILLOW DRIVING SCHOOL

Never been to Buttonwillow? Maybe it's time to try it! This is a one-day high-performance driving school hosted by the Central California Chapter.

When: May 29

Where: Buttonwillow Raceway, Buttonwillow, CA

Website: [www.cccbmwcca.org/BMW/Calendar.html](http://www.cccbmwcca.org/BMW/Calendar.html)

## BMWS AT MONTEREY FESTIVAL OF SPEED

Last year the Grand-Am Koni Challenge didn't make it to Laguna Seca, but this year we're in luck! This is endurance sportscar racing at its finest, pitting BMWs and Porsches against American iron such as Mustangs, Camaros, and Dodge Challengers. Two-time Grand-Am champions Turner Motorsport will be racing their E46 M3 entries in the Koni Challenge GS class, and a new E90 328i in the ST class. Local BMW CCA Club racer turned pro, Matt Bell, will be teamed with legendary BMW racer Bill Auberlen. The team is fresh off their victory in the Grand-Am Koni Sports Car Challenge race at Daytona Speedway, so this promises to be a very exciting race. Come join the action and meet the drivers at Laguna Seca. Schedule and ticket information is available online.

When: May 15 - 17

Where: Mazda Laguna Seca Raceway, Monterey

Tickets & Info: <http://tinyurl.com/Festival-of-Speed>

## TEEN CAR-CONTROL CLINIC

Join us for our teen Street Survival School—making teens safer, more effective drivers on the road. The goals of this teen car-control clinic are to teach students some of the basics of car control, to enhance their enjoyment of driving, and to improve their competence as drivers. During the event, students will maneuver their cars through exercises laid out using orange traffic safety cones in a closed parking lot. They will experience each exercise element several times, in order to learn from their mistakes and to improve their skills.

A trained driving coach accompanies each driver to provide real-time feedback while performing maneuvers. There is no stopwatch, no head-to-head competition with other cars. Our students are here to improve their skills, not to compare themselves with someone else. The

exercise elements are laid out in advance by the event chairman and are designed to be fun, safe, challenging, and educational. Each element will teach the students a specific skill or group of skills.

All students must have a valid drivers license—no learner's permits will be accepted.

SUVs will not be allowed. If you have questions regarding the appropriateness of your vehicle, please contact CarControl@ggcbmwcca.org before you register. (All vehicles will be reviewed on a case-by-case basis.)

When: May 30, 8:00 a.m.

Where: Candlestick Park, San Francisco

Contact: Bob Goebel, Canyon Chan, Grant Low,  
Paula Williamson; CarControl@ggcbmwcca.org

## SONOMA COAST TOUR

We'll drive some narrow roads, visit a cheese factory, stop by a winery (or two)—and we may include a guided tour and catered lunch at one of the wineries.

This event will require some extra help, so if you've been thinking about doing some volunteering for the Club, we can use your help with this one!

When: June 20

Where: Sonoma Coast

Contact: David Crum, Tours@ggcbmwcca.org

## SIERRA MOUNTAIN TOUR

We're really excited about this one! This will include plenty of fun to drive mountain roads, interesting and quaint restaurants and two overnight stays.

This will be limited to 18 cars, so advanced registration will be required. Watch the GGC Web site for details.

When: July 10-12

Where: Sierra Nevada range

Contact: David Crum, Tours@ggcbmwcca.org

## BMW FESTORICS

This year we will once again delight your senses with the sights, sounds, and history of BMWs during the Monterey Historics weekend. Porsche is the featured marque for the Historic races.

The organizing committee will continue to shape the future of the Festorics as an extraordinary BMW CCA event where members gather to experience one of the most incredible vintage-car weekends in the world.

When: August 14-16

Where: Monterey

Contact: Team Festorics, info@festorics.org

**WEST COAST CONCOURS:  
HISTORICS WEEKEND**

After weeks of planning, the Central California Chapter announced their intention to host a major West Coast regional concours event: the BMW CCA West Coast Summer Concours on Friday, August 14, 2009. Kick off the annual BMW Festorics weekend—co-hosted by the Golden Gate Chapter—during the Monterey Histories! The concours will be at Rancho Cañada Golf Club in Carmel Valley.

After much debate and with feedback from many BMW owners, we made a decision to find a suitable location in the Monterey area to host our own Friday event. The Rancho Cañada golf course will allow for a formal concours field, as well as a BMW parking corral—room for 200 cars. A vendor area will be incorporated, and we may also include a silent auction for a local charity.

Attendees are encouraged to bring a picnic lunch to enjoy the day on the green. We're working on having box lunches available on site. Updates will be on our chapter's website.

Cost of the event will be \$50 per car. Log onto the CCC website ([www.cccbmwcca.org](http://www.cccbmwcca.org)) for additional information and updates. Registration will open soon.

When: August 14

Where: Rancho Cañada Golf Club, Carmel Valley

Contact: [www.cccbmwcca.org](http://www.cccbmwcca.org)

**CARS OF GGC CALENDAR**

Our 2009 Cars of GGC calendar is now available through the GGC merchandise store. This calendar makes a great addition to the walls of your home or office, and shows your chapter pride. Price is \$16.49. (<http://tinyurl.com/ggcCalendar09>)

Our merchandise store also has mugs, mouse pads, wall clocks, license plate frames, and notebooks. If you're interested in jackets, polos, T-shirts, or hats with the GGC logo, visit our apparel store at <http://ggcbmwcca.webstore.us.com/>

**LINKEDIN TO BMW CCA**

For those who would like to leverage their passion for everything BMW CCA to the professional level, the national office has created a BMW CCA group on LinkedIn.com. LinkedIn is a free online network of more than thirty million experienced professionals from around the world, representing 150 industries. Through our BMW CCA network you can:

- Find potential clients, service providers, subject experts, and partners who come recommended
- Be found for business opportunities
- Search for great jobs

- Discover inside connections that can help you land jobs and close deals
  - Post and distribute job listings
  - Get introduced to other professionals through the people you know
- <http://tinyurl.com/BMWccaLinkedIn>

**FACE THE FACTS**

BMW CCA is now on Facebook.com, too. For those who prefer to maintain their Club relationships on a more social level, the national office has created a Facebook group; they're looking for members to join and help spread the word about the BMW CCA! Facebook is one of the largest—and perhaps best recognized—social-networking groups in existence, and is widely used by the twentysomething demographic. They are the future of the Club, so we need to introduce ourselves to this young, enthusiastic group! Facebook is free to join and we hope to see you there.

<http://tinyurl.com/BMWccaFacebook>

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By Aleksey Kadukin

# Scientia Potentia Est

**K**nowledge is power: Unfortunately, sometimes that Latin maxim can steer people wrong. I learned that well while waiting for fellow Club members at the brand-new BMW Concord Collision Center, which is a separate location than the BMW Concord dealership.



Despite multiple announcements in the *Bombe* and on our chapter website, most of people coming to the November tech session arrived after stopping at the BMW Concord dealership first. The reason was simple enough: Most people know BMW Concord very well, and so it was logical to assume the collision center would be under the same roof. Fortunately, Kevin Miller, Collision Center manager and organizer of the event, made several calls to the dealership asking them to re-route lost Club members to the correct address. Soon enough all members arrived at the center—a little adventure is always good for a fresh start to the day!

The point of the session was to demonstrate the Celette fixture benches. These car-frame benches used by Collision Center are car-specific, differing from mainstream body shops' practice of universal (one-size-fits-all) benches. The importance of a car-specific bench is to keep a car straight during the repair process. Each bench has a lot of adjustment points which are designed to provide full support of the body at every possible combination.

The Sevenne model of the Celette bench is required by many major auto manufacturers in the repair of their vehicles. The Sevenne dedicated fixture bench is the most accurate tool for returning a vehicle to its pre-accident condition.

BMW is one of those manufacturers, and they require these fixture benches for a certified BMW repair process—recommending specific fixture adjustments for each car model. According to the center professionals, the fixtures are much better than laser-based systems for accuracy, and there is no other way to do a correct repair on a BMW car. However, Celette fixture benches are not limited to manufacturer-certified centers; any body shop can buy or lease the system. Unfortunately, some insurance companies might decline payment for fixture-installation time. Fight for your right; it is your car—and your life is at stake if the repair is done incorrectly.

The BMW Collision Center has very strict rules about parts usage for repairs. The rule is simple: new OEM parts only. While insurance would love to pay a minimal price for the cheapest part from a junkyard, BMW does not approve of such a repair. A car repaired



Above: Kevin Miller (on right) prepares a repair estimate on a front fender for one of the attendees.

Left: Kevin Miller leads the GGC members through the detailed process of BMW Concord's Collision Center.

Below: The amazing spot welder waits for its next job.



at a BMW-certified collision center is required to pass many tests after a fix. The tests policies are very strict: A repaired car should perform same way as a new one, without any exceptions. If you are buying a car with an accident in its past, an inspection by a certified BMW collision center is highly recommended. Also, beware of out-of-state car reports; some states are not handling salvage policy very well.

At the end of the first part of the session, we saw one of the most unique and unusual demos I've ever seen: a spot-welding machine in action. The machine allows welding of most delicate and hard-to-access parts with factory-like quality results. George Curren showed the machine functionality by welding two metal strips. More time was spent on setting the welding parameters on the machine's control computer than on welding itself—the final process was done in a second! The welding quality was perfect, which proved that using state-of-the-art tools is the most efficient way to achieve high BMW standards in car repair.

The second part of the session was dedicated to the painting process. We learned a lot about modern painting techniques. First of all, all modern car paints are water-based. While these are better for the environment, they are more vulnerable to the weather and bird droppings. Even calcium from rainwater can penetrate through a clear coat very fast on unprotected paint (without a proper coat of wax).

You can protect car paint by waxing it as often as you can. Another option is a paint-protection plan available from the dealer, which offers a warranty against environmental damages for up to five years. We saw a black car, damaged by hard-water spots, in the process of a complete exterior repainting—free of charge because of its paint-protection-plan coverage. (It may be hard to believe that water can do this, but it does happen) Still, owners should be careful choosing a parking spot. Trees and wires are well-known threats, but some spots do not raise alarm right



away. For example, a car parked near a railroad track for a long time might get covered by small metal particles that could leave a rusty spots on the car's surface.

The paint-matching process can be as complicated as restoring a Renaissance masterpiece. Each car has a unique color, due to different paint types used by different factories—the same color may have different recipes. Prolonged sun and weather exposure will also add uniqueness to a car's paint color. Metallic colors are tougher to match, because they are always darker when brand-new; after several years of sun exposure, the paint fades. According to Kevin, white is actually the most complicated color to work on.

Kevin led us through the painting booths. Each booth, made to the highest standards, has enough space for a car and extra body panels, and is equipped with an infrared paint-drying system. The shop keeps the paint booths extra clean all the time—dust and lint are the enemy of a fine paint job. Water-based paints are fragile to humidity, so the paint-booth climate-control system needs to provide a stable environment during the work. The painter's job is not an easy one: Every worker needs to wear a mask, a special suit, and rubber gloves inside the booth. Imagine doing this during the hot Concord summer! But only these strict rules can guarantee paint quality and 100% color matching.

Handling an insurance claim can be a painful process for a car owner, but you shouldn't be afraid to insist on the highest possible repair quality. BMW will be on your side. Insurance companies must satisfy your request to tow a car to a shop of your choice—no matter how far is it.

Remember, not every self-proclaimed BMW-oriented shop is certified; you might look up a list of approved collision centers at [www.BMWusa.com](http://www.BMWusa.com). The approved shop will write an accurate estimate to fix a car up to BMW's standards. The price can be negotiated with your insurance company, but the repair quality can't go lower—this is the rule of a BMW-certified collision center.

This system that BMW requires came from years of research and accumulated knowledge—all so that BMW owners can enjoy the ultimate driving experience, even after an unfortunate accident. A lot of that knowledge was shared with the Club members attending this unique technical session, proving that Latin maxim right: Knowledge is power.



# A Noob Goes to Laguna Seca



By Carrie Anderson  
Photos by gotblucmilk.com

Like many things I have done, participating in a track day was really my husband, Dave Anderson's, idea. But I take credit for recognizing a good idea when I hear it, and for authorizing the budget. Plus, the Laguna Seca one-day high-performance driving school happened to coincide with Dave's birthday, so it was a Give-Dave-A-Memorable-Birthday-While-Having-Fun proposition!

While the rest of the country is suffering intense January cold, we're having the most gorgeous day possible: warm, calm, and sunny. In the paddock, we pull out all extraneous contents and apply our school-provided driver numbers to the side window of our 328 coupe. My husband—Chief BMW Nanny—checks the tire pressure, and adds air using a borrowed pump from our paddock neighbor.

At the drivers' meeting, we get a quick demo of the flags. ("If you have an incident like four wheels off, you get the black flag. Come on in, we're gonna want to talk.") Then the GGC instructors cover course etiquette. We're reminded that this is a high-performance driving school, not a racing school. Lines might be different than racing lines. Passing is with point-bys only—and only on particular stretches of track. No stopwatches allowed; if you're caught with one, it will be taken away for the day. (Female interpretation: "All right, men, you know that judgment-impairing testosterone poisoning you get sometimes? We don't want to aggravate your condition by clocking any track times.")

Soon we're on to the track. Special thanks to my instructor Brian Lee, who is extremely patient with his Slow-Noob-Girl assignment. He hides his terror well.

First, Brian drives three laps, speaking through the headset to explain everything. He points out the corner workers' flagging stations. He explains cones and braking-distance markers—which are placed, courtesy of the car club, to help drivers choose an efficient line. He makes sure I know where to set up for Turns Eight and Nine—the famous Corkscrew. If you haven't driven Laguna Seca, I'll confirm: the Corkscrew is invisible until you're in it. You see the crest for the hard left at Turn 8A—but you can't see 8B, the right turn, until you dive down into 8A.

Finally it's my turn at the wheel. As I'm the slow car entering a hot track, I head into the hairpin of Turn Two off-line, hugging the inside. When I get up to speed, I'm able to get back on line and pick my apex and exit on subsequent turns, using my instructor's coaching and the cones. I do okay on Turns Three and Four. I feel the car's weight transfer to the outside and then settle before the next turn. I'm over-eager on Turn Five (about 110 degrees left) and apex early, so I run out of exit quickly as I accelerate up the hill toward Six. After Turn Seven, I make sure to complete my braking before making the hard left into the Corkscrew. (How sad would it be to slide your car off on lap one?!) Then it's the downhill sweeping Turns Nine and Ten, followed by braking hard for the low-speed Turn Eleven onto the straightaway.

Next lap, I take the hairpin faster. I try to be patient on Five and hit the optimal apex. I attempt to find a good line through Nine. In the designated passing zones, I grant a point-by whenever someone appears in my mirror.

The checkered flag appears all too soon, and my first run is over. I have just become a whole lot smarter. Of course, the main thing I've learned is that I have a long way to go before I'm good. I was slow, and I missed seeing the flagging stations half the time. Without courtesy cones and my instructor's advice, I would have been horrible.

As the day goes on, I try to focus on being aware and consistent. Naturally, my speed picks up. Turns Four and Five can be taken faster. I get Turn Two nearly perfect once or twice—gradually loading up the outside tires as I tighten into the late apex, and



then using the whole exit to straighten the wheel. Yes, you *do* have to slow way down to dive into the Corkscrew, but you don't have to park at the top! Turn Nine bedevils me all day, with its camber flattening out toward the outside. But you don't have to use all the width of the track at Nine, and there's a sweet spot of banking you can use in the middle of the turn. There are a couple times when even that turn feels good, and I find a smooth weight transfer through the drop in elevation that adds speed into Ten.

While I'm hanging out waiting for my group's next run, Blaine McNutt asks if I want a ride—and offers the anti-reassurance that he is almost out of brakes for the day. As I have never having experienced a ride with an instructor at speed, this ride is eye-opening! I'm terrified as we fly into the hairpin, although by Turn Seven I figure out that this driver knows what he's doing, and his M coupe is quite able to decelerate rapidly. Having the back end loose as we sail toward the exit is, as Blaine says, "Letting it happen." It shows me that Turns Six and Seven can be much faster, and that BMW brakes scrub off gobs of speed before turns.

Considering all that happens at the track, it's amazing that this experience was available to me. Kudos to the GGC BMW CCA for their organization and preparation. Their work makes it possible for drivers with extremely different skills—and different cars—to have a great experience at one event.

What would I do again? Sign up for another high-performance driving school. Be humble. Listen to my instructor. Be generous with point-bys. Bring a stash of bottled water, and drink a lot of it during the day.

What would I do differently next time? Use more sunscreen!

To my friends who think I'm a fast driver: Hah! You have no idea.

To my husband, Dave: Turnabout is fair play. Now you can get us both a high-performance driving school for MY birthday!





# Drivin' The Dream Of Laguna Seca

It's been my dream to drive my car on the track at Laguna Seca for a long, long time. The years of attending the Monterey Historics at Laguna has made that track almost like Mecca to me. So being able to drive my car where Ricardo Zonta broke the course record, blasting around in the then-new Toyota F1; and where Mario Andretti drove his 1977 F1 Lotus; and where Sterling Moss chauffeured (yeah, right) Jay Leno around in his 1955 Mille Miglia-winning Mercedes was a fantasy come true.

Until last October, it was an impossible dream: My daily driver is 1987 325ic. That "c" stands for convertible, and convertibles are not allowed in the GGC high-performance driving schools. However, that all changed when I bought a four-door five-speed 1991 318i for my daughters to use as a "kids' car." Problem solved! I borrowed it back for the day at Laguna Seca.

Like most things in life, the hardest part about attending these schools is just showing up. The track is an extremely popular venue for the HPDS, so you have to register early. Each car has to pass a thorough technical inspection at a professional shop. There is a lot of important material to read in preparation. And you have to be at the track at 7:00 a.m.; if you can do that, you've completed the hardest part.

Here's the lowdown on the day's events: By 7:00 a.m. there's a stream of BMWs entering Laguna Seca—you just follow along and end up in a huge free-for-all parking lot called the paddock. There you find a good parking spot for the day and unload all the stuff in your car and trunk. If you didn't register the evening before, go directly to the GGC trailer to register. Now you have a little time to sip coffee and watch the carnival of cars being prepared for the day.

At 8:00 a.m. there's a drivers' meeting for all four groups of drivers—groups A, B, C, and D. This is when the rules of the track are explained and the schedule for the day is laid out. The first run group—the experienced Group A drivers—

go out first, and the novices attend their first 45-minute classroom session on driving physics and track safety.

Very soon after class, my run group is called to the hot pits. This means slowly driving your car to the designated area which has the approach road to the track itself. Instructors are pre-assigned and are waiting for you at each of the colored pop-up tents. Your instructor is in your car with you at all times while on the track—it's a great system.

My instructor is Sam Bhaumik. He gets into the driver seat and I get into the passenger seat. Sam passes a head-phone/microphone unit to me to slip under my helmet, which makes it easy to communicate while on track. As an orientation to the track, and to confirm your car's integrity, the instructor drives for the first three laps.

Those three laps are amazing! While Sam is very cautious with the car, he clearly demonstrates what my little 318i is capable of in the hands of an expert. As we circle the track, Sam reviews the concept of the track line—as explained the classroom—and the principles of high-performance driving. The stunning surprise to me is just how smooth his driving is; frankly, going fast around the track doesn't seem fast at all.

Three laps later, Sam exits into the hot pits and we swap places. I feel remarkably calm as I get up to speed. Remembering that high-performance driving is all about smoothness, I didn't feel intimidated driving on a track. Sam emphasizes that we're not required to go fast; "Getting fast comes after getting smooth," he says. "And getting smooth comes from learning the track line."

While intellectually I have learned that driving smoothly is all about braking, turn-in, apex, and track-out, the truth is—for whatever reason—I can't even get close to making it happen today. Sam is at my side, doing his best to help a dull student, gently nudging the steering wheel this way or that to correct the line. But I still only hit the apex two or three times. But despite my discouragement at my inability to visualize the track line, the experience is still excellent.

**“Track is discipline, where mayhem is punished.”**

After the short lunch break, the instructors give rides in their own cars. It's a bit like hitchhiking; you just go to the hot pits with your helmet and wait for a car to pull back in and pick you up. I manage to get three rides—man-oh-man-oh-man-oh-man! First Jonathan Lawson takes me out in a Ford Focus rental, with its front-wheel drive with squealing tires— and fast! Amazing. Next ride is with Canyon Chan in his evil-black Porsche GT3—oh, oh, OH! The last ride is in what looks to be a small and menacing blue bread van: Blaine McNutt's Z3 M coupe. Holy halibut! I now have a whole new perspective on just how fast, and how at the limit of performance truly great drivers can push their cars. He probably broke the sound barrier in a few places. However, the predominant feeling was smoothness and calm, not any sort of violence or turbulence. The rides with the instructors are the highlights of the day for me.

During the day, I put 65 track miles on the car over the course of four 25-minute sessions, and I learn about The Line. How do you explain the feel of seeing the Corkscrew from the vantage point of a driver; of driving past the grandstands; of parking my car on the same tarmac as historic automobiles; or of spending the day talking with BMW enthusiasts and ogling their cars? The reality of driving Laguna Seca is awesome, and it's a lot different than I expected.

I've autocrossed quite a bit, and had expected track driving to be like a big autocross—but it's not. The difference seems to be the consequence of mistakes; on the track, you just cannot afford to screw up. In autocross there is no real consequence to screwing up. Autocross is mayhem, where discipline is rewarded; track is discipline, where mayhem is punished.

You could say that track driving is a little bit like golfing, where the moments to be savored are those when everything comes together, be it a perfectly apexed corner or a soaring straight tee shot. Both require practice, training, and talent.



## Parade Lap: Steve Walsh Memorial Driving School at Laguna Seca



Photos by gotbluemilk.com



When I came to the Laguna Seca school in January, I knew there would be a tribute to Steve Walsh, I just didn't know what form it would take. In the instructors' meeting, we learned that there would be a slow parade lap around the track behind Steve's track car, driven by Steve's good friend Patrick Demorais and Steve's partner-in-life, Dalyn Soo. It was eerie to see Steve's car at the front of the grid as all the instructors and most of the students lined up two-by-two down the front straight, from start-finish all the way back to Turn Eleven. It's a good thing it was a very slow lap, as there was one thing I didn't expect: The corner workers slowly waved all their flags. It was very moving indeed.—Donna Seeley



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Rumblestrip is replaced this month with a look back a piece the 40-year history of the Golden Gate Chapter. Here is a couple bits from the December 1986 newsletter, including a write up about the chapter's first independently run high-performance driving school.

December 1986, *Die Flüsternde Bombe*

### Presidential Musings

Recently, at the October board meeting, Larry Resnick brought up the idea of expanding our chapter boundaries to include zip codes 934, 954, and 955. This would provide chapter services to a number of club members from San Luis Obispo along the coast to Eureka, expanding our member base at the same time. We voted to have Larry initiate this request with our Zone Governor, Barbara Morris (Anchorage, Alaska). In her *Pipeline* for October she reported that zip code 934 (San Luis Obispo) wants to form their own chapter! What did we start here? National is very positive about zip codes (954 and 955 (Santa Rosa north to Eureka), if we implement regional representatives. More on this later.... ~ Franz Fechner, President

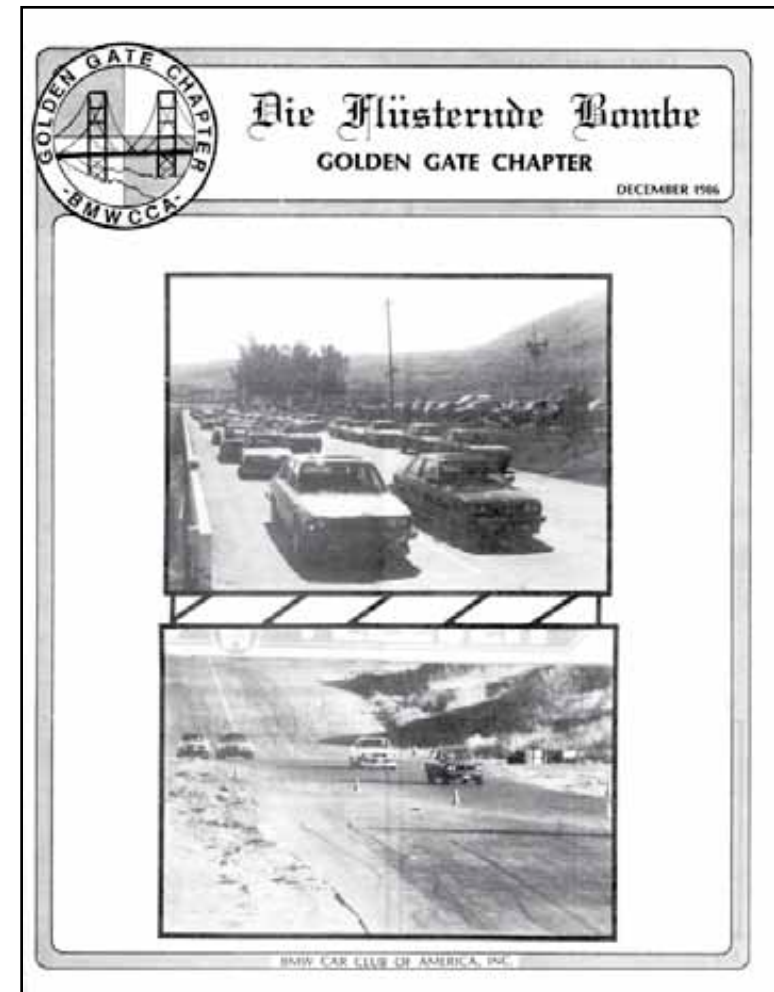
### Drivers School Review Session

If you missed the drivers school- at Sears Point, you missed a GREAT time. I am happy to say that our chapter's first school was a success. What made it so successful were the instructors, workers and drivers; we couldn't have done it without you. I want to thank each of you, and hope to see all of you at our next school. I would especially like to thank Chief Instructor Clint deWitt and all the instructors who worked with the students the entire day, Bruce Nesbit, who spent most of the day in the track tower keeping us on schedule, Ed Gordon and the flag crew, and all the school workers. I would also like to thank Yokohama Tire for the caps and T-shirts that were passed out oy Pat deWitt when the school was over.

The weather was clear, and the school had no problems except for a little schedule slip and running out of lunches before every driver, instructor and worker got one. I don't have to say that the students had a good time improving their driving skills. We were able to provide an instructor for every three students for each run group. We plan to continue this, as it was probably the single feature that made our school so well received by all students, not just the beginners. We even had a hard rock band at the track at the end of the day, although I can't take any credit for that.

The overwhelming response from the drivers school poll is to have more schools at Laguna Seca and Sears Point. We'll try for the track time next year. There were comments that this type of event is the best one the club has ever had. Most drivers said they would like to have video equipment to tape cars on the track by a following

## HISTORICAL GGC



Newsletter editor: Larry Ayers

Cover photos of the Sears Point school by Mark Cartwright and Bob Clay

car, to be able to view this tape during the school. We will use the small surplus from our first school to start buying this equipment. For those of you who have not (yet) been to a drivers school, you might be asking, "Why should I go?" In almost all cases, the best way to improve the ability of the combination of a car and driver is to improve the ability of the driver rather than upgrade the car. It is also less expensive, and a lot more fun. Our schools provide a safe, controlled environment where you can improve your driving ability, with the help of qualified driving instructors. If you are interested you can come to our next school as an observer if you would just like to watch. Or come as a worker, help the school and learn more yourself. And have a good time. We need your help to make our next school even more successful.

Early next year we will have a club meeting where you can ask questions about the school. We will also have classroom sessions for beginning drivers, to cover things that you should know before the day of the school. Watch the club calendar for these events. ~ Larry Resnick

# Welcome!

## NEW MEMBERS

Those of you who joined after 02/18/2009 will show up in the next issue. The updated membership list showed up the day this issue was going to press.

Last	First	City	Model	Year	Referred By	Last	First	City	Model	Year	Referred By
Aue	Paul	Novato	530i	2003		Magee	David	San Carlos			
Bandaru	Krish	Sunnyvale	E90 M3	2009		McAlister	Lesli	Salinas			
Binder	Justin	Oakland	323i	2000		McCarney	Dennis	Los Gatos	X6 50i	2008	
Busnardo	Paul	San Rafael	528i	1997		McCarthy	Michael	San Lorenzo	325ic	1992	
Buwalda	Vern	Laguna Beach	M3	2008		Mullarney	Oliver	San Francisco			
Byrne	Matt	Santa Rosa				Ng	Lai Lei	San Francisco			
Chen	John	Oakland	335i	2008		Ng	Samuel	San Jose			
Cheung	Brandon	San Jose	M3	1996		Pandhi	Amit	Menlo Park	325 Ci	2004	
Chew	Brad	Cupertino	Z3	2001		Parks	Glen	Lompoc	M coupe	2008	
Dempsey	Hank	Mountain View	328	2000		Perry	George	San Mateo			
Edwards	William	San Francisco	Z8	2003		Peterson	Ted	Pleasanton			Ron McNichols
Frenkel	Vladimir	San Francisco	550i	2007		Rieders	Robert	San Francisco	328i	1999	
Funk	Leslie	San Jose				Rowland	Herman	Fairfield	760Li	2004	Ryan Schader
Godasi	Satyam	Alameda	M3	1999		Schireson	Max	Palo Alto			
Good	Craig	Albany	325is	1993		Schuyler	Randy	Marina	Z4	2005	
Grignon	Andrew	Campbell	X5	2009		Serri	Daniel	Palo Alto	540i	1997	
Hickmann	Aaron	Thousand Oaks	135	2009		Silver	Steve	San Mateo	X5	2002	Paul Koprivic
Hicks	Ryan	Danville				Simon	Jonathan	Fremont	528i	2008	
Holden	Michael	San Mateo	X5 35d	2009		Sinan	Kirk	Santa Rosa	X5	2002	
Kamat	Ajay	Sunnyvale				Spivey	Calvin	Oakland	320i	1982	
Klein	Howard	The Sea Ranch				Stauduhar	Cele	Berkeley	Cooper S	2009	
Lalljie	Andre	Los Gatos	335i	2008		Thorn	William	Lafayette	328i	2009	
Larson	Jim	Santa Rosa	525i	2006		Uhrlaub	Kirk	San Anselmo			
Lopez	Vince	Daly City	335i	2008		Wang	Cheng	Richmond	540i6	1995	

**Read News From National (p.22) to learn about the all-new membership drive. Find out how you can earn BMW CCA Bucks!**

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FROM: Frank C. Patek II, Executive Director

DATE: March 2009

**2009 BMW CCA National Election results:** Johnson, Schneider, Lingenfelter win contested contests; bylaw changes pass

Balloting for the 2009 BMW CCA national election is complete and the results are in. Louis Goldsman, running unopposed, has been re-elected to the position of BMW CCA Treasurer. Oklahoma's JR Schneider has been elected BMW CCA Secretary, finishing ahead of Californian Chris May; Schneider will fill the seat vacated by the Golden Gate Chapter's Mike Mills. In other contested races, Pacific Regional Vice President Steve Johnson was re-elected over Golden Gate's Jeff Cowan, and Mike Lingenfelter will be the next North Central Regional Vice President, finishing ahead of Mark Degler. Paul Dunlevy, running unopposed, was re-elected as South Atlantic Regional Vice President.

The bylaw amendment instituting term limits for the National Board passed 1,724-647. BMW CCA members also decided to amend the by-laws to require qualifications for the position of National Board Treasurer 2,166-196. A total of 2,437 ballots were cast in the election, which was held entirely online.

"I want to thank and congratulate everyone who ran for the Board in this election," said CCA president Bruce Hazard. "The quality of candidates was outstanding; I'm sure all of the winners will serve the Club well. And those who ran but didn't win also exemplify the spirit of the BMW Car Club; they will continue to contribute, because that's the kind of high-quality volunteers they are."

He ended his remarks on a philosophical note. "Both Mike Mills and Len Mueller will be missed as they leave the Board," he said. "Both have shown the dedication, skills, and leadership that are so necessary for good Board members. Even though Chris May, Mark Degler, and Jeff Cowan did not win their elections, I want to thank them for having the initiative to run for office and for offering their skills to our Club. I know we will see much more from each of them in the future."

The newly elected officers will be installed at the BMW CCA Annual Meeting, scheduled for March 21, 2009, at the BMW CCA National Office in Greenville, South Carolina.

### **Oktoberfest 2009: 40th Anniversary of BMW CCA; Legacy Lodge expands Oktoberfest room block**

Join us at Road Atlanta! Oktoberfest 2009 on-line registration will open on Tuesday, March 10, 2009 at 10:00 a.m. at [www.bmwccaofest.org](http://www.bmwccaofest.org) Registration fees and the M Package plans are posted on the Oktoberfest website, where you can also keep up-to-date on O'Fest news. It's designed to be your complete Oktoberfest reference and guide. In addition, you will want to subscribe to the O'Fest 09 Mailing List—an announcement-only list.

Due to overwhelming response, Legacy Lake Lodge at Lake Lanier has increased the number of rooms in the BMW CCA hotel block. There is still availability, but be sure to book your reservations today. Simply visit <https://reservations.synxis.com> and enter Group Code BMW CCA.

### **Club announces additional feature to 2009 Membership Drive**

To help members earn credit for every referral they make, we suggest you use the attached link in all your e-mails, forum, and website postings. Delete "Your ID" from the end of the link, replacing it with your membership number. When a potential member uses the link to join the Club, your membership number will automatically fill in on the join form!

[http://bmwcca.org/index.php?pageid=club\\_join&ref\\_by=YOUR\\_ID](http://bmwcca.org/index.php?pageid=club_join&ref_by=YOUR_ID) (Go to [TinyURL.com](http://TinyURL.com) to create your own personal, and shorter, URL for this. -kk)

#### **...And speaking of the 2009 Membership Drive...**

As BMW sells more cars and SAVs in the U.S., BMW CCA membership should be strong and growing. However, the Club grows most successfully as members tell others about the BMW CCA and encourage them to join. To encourage growth, the Club runs an annual membership drive with meaningful rewards. This is especially important during the current recession, as the Club has not escaped the downturn in the nation's economy; membership is now down by over 2% compared with two years ago.

The membership drive for 2009 runs from Feb. 19, 2009, though Dec 17, 2009. There are three membership drive categories; these include one for the Club's members in general, one for those members who work for a BMW dealer or independent BMW shop, and one for BMW CCA chapters.

The rules are detailed below. If you want to get credit for signing up a member, make sure your recruit adds your name and member ID to any paper form or online form! We want the membership drive to be successful—and we want you to get the credit for your recruiting efforts!

#### **BMW CCA Membership Contest rules**

These are the official rules and supersede any description listed elsewhere and any verbal communications.

The BMW CCA membership drive is open to three categories of participants:

1. Current BMW CCA members,
2. Current BMW CCA members who work for a BMW dealer or independent BMW shop, and
3. BMW CCA chapters

**New Membership Definition:** A new membership is defined as a membership for an individual who has not previously belonged to the BMW CCA, or an individual that was previously a BMW CCA member but whose membership lapsed at least six months prior to the date of the new membership. A new membership with a corresponding associate membership counts as one new membership.

**Eligibility:** To be eligible, current BMW CCA members must be paid-up members in good standing through December 31, 2009 (that is, they may not be members by virtue of being "comped" by BMW CCA or a BMW CCA chapter).

**About the categories:** The program differentiates between BMW CCA members who work at BMW dealers or independent shops and those who don't because those who work at places where BMWs are sold, serviced, or repaired are assumed to have a much greater opportunity to meet BMW owners who may not already be members of BMW

CCA. While all BMW CCA members have an equal chance to receive a reward for the new member, they will only be competing against other members in their own category for the grand prizes.

#### **Category 1: Rewards for current BMW CCA members**

For each new member that joins, referring members will receive \$5 in "BMW CCA Bucks" that can be used for the purchase of BMW CCA merchandise or applied to BMW CCA memberships. There is no limit to the amount of "BMW CCA Bucks" a member may receive based on new-member referrals. Additionally, there will be grand prizes for the three BMW CCA members who refer the most members.

"BMW CCA Bucks" will be applied as a credit in the membership record of the Primary Member.

"BMW CCA Bucks" may be used to purchase BMW CCA merchandise or they may be applied toward the renewal of a BMW CCA Membership. Example: A member with 20 "BMW CCA Bucks" may opt to apply the 20 "BMW CCA Bucks" toward the cost of their upcoming membership renewal, resulting in a \$20.00 decrease in the renewal fee.

"BMW CCA Bucks" will expire one year from date of accrual and have no cash-surrender value. Date of accrual will be December 18, 2009. "BMW CCA Bucks" are non-transferable.

#### **Category 2: Rewards for employees of BMW dealers or independent BMW shops**

Current BMW CCA Members employed by a BMW dealer or independent BMW shop: For each new member that joins, referring members will receive \$5 in "BMW CCA Bucks" that can be used for the purchase of anything sold by BMW CCA. There is no limit to the amount of "BMW CCA Bucks" a member may receive based on new member referrals. Additionally, there will be grand prizes for the three BMW CCA members in this category who refer the most members.

"BMW CCA Bucks" will be applied as a credit in the membership record of the Primary Member.

"BMW CCA Bucks" may be used to purchase BMW CCA merchandise or they may be applied toward the renewal of a BMW CCA Membership. Example: A member with 20 "BMW CCA Bucks" may opt to apply the 20 "BMW CCA Bucks" toward the cost of their upcoming membership renewal, resulting in a \$20.00 decrease in the renewal fee.

"BMW CCA Bucks" will expire one year from date of accrual and have no cash-surrender value. Date of accrual will be December 18, 2009. "BMW CCA Bucks" are non-transferable.

Please note that memberships purchased by dealers for their customers are not eligible. This exclusion is in effect even if a current BMW CCA member is listed on the application as a referrer. However, BMW dealers or independent BMW shops who purchase forty memberships will be entitled to one half-page ad in Roundel. BMW dealers or independent BMW shops who purchase eighty or more memberships will be entitled to one full-page ad.

Category 3: Rewards for chapters achieving a set level of new-member activity. (Deleted for space. Info can be found at [BMW CCA website](http://BMW CCA website). -kk)

#### **New members can join:**

1. By calling 800 878-9292 to submit their application and credit-card information over the telephone. The referring member's name and BMW CCA member number must be provided at the time the call is made.

2. By visiting the [www.bmwcca.org](http://www.bmwcca.org) website and submitting an application online. To receive credit, the referring member's name and BMW CCA member number must be entered in the appropriate space on the online application form.

3. By mailing a membership application to the National Office. In order to receive credit, the referring member's name and BMW

CCA member number must be written on the application. Membership applications/BMW CCA brochures are available from the National Office by calling 864 250-0022 or by sending an e-mail to [stevens@bmwcca.org](mailto:stevens@bmwcca.org).

#### **Deadline, Procedures and Restrictions**

The National Office must receive all new member applications no later than December 16, 2009, to be counted. If referred by a current BMW CCA member, a new-member application must contain the name and BMW CCA member number of the referring member in order for the referring member to receive credit; credit may not be applied retroactively. If a new member cancels membership within three months after joining, the referring individual will lose credit for that membership. If a new member is referred by a current associate member, the associate member will receive the "BMW CCA Bucks." "BMW CCA Bucks" will be awarded at the end of the program, and only to those who are members in good standing as of December 31, 2009.

#### **Prizes for Category 1 and 2**

1st Prize: One-day M School at the BMW Performance Center, plus two nights lodging for one, not including transportation. Minimum of 30 referrals to qualify. Must be redeemed by December 31, 2010.

2nd Prize: 2010 Oktoberfest Registration. Minimum of 20 referrals to qualify.

3rd Prize: Valentine 1 radar detector, Minimum of 10 referrals to qualify.

BMW CCA members who are members of the National Board of Directors, paid employees of BMW CCA, Roundel senior staff, and members of their immediate families or households are eligible for referral reward incentives, but are not eligible for the grand prizes.

Referral credit will not be given to applications received without the referring member's BMW CCA member number. "BMW CCA Bucks" awarded under this program will be mailed to members within 45 days of the end of the Membership Drive.

Questions about the 2009 BMW CCA Membership Drive may be directed to Frank Patek in the BMW CCA office, by e-mail to [frank\\_patek@bmwcca.org](mailto:frank_patek@bmwcca.org). We have new recruitment brochures and "take one" applications available—please call or write to order some.

**“Referring members will receive \$5 in BMW CCA Bucks.”**



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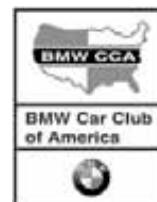
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One of the many member benefits of BMW CCA is a members-only discount at various participating services and dealers. Below you can find the businesses in our area who offer our members a discount. Please note that businesses often require you to show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

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

### CCA DISCOUNTS

Independent Service & Supply Discounts		
2002 Haus	San Luis Obispo	805 541-2002 5% Parts
Bavarian Enterprises	Sunnyvale	408 737-6100 Various Parts
Bavarian Motorsport	Milpitas	408 956-1662 10% Parts
Bavarian Professionals	Berkeley	510 524-6000 10% Labor
Bavarian Tuning	Santa Rosa	707 575-3757 10% Parts/Labor
Berkeley Motor Works	Albany	510 528-1214 10% Labor
Bimmers BMW Service	San Carlos	650 591-2474 Various
BMW Performance Driving School	Spartanburg, SC	BMWusa.com 20% off driving programs
Catalpa Street Garage	Santa Cruz	831 464-2269 10% Parts
Classic Euro-Asian	Oroville	530 534-6887 10% Parts
Conversion Techniques	Oakland	510 639-0911 Various
Diablo Motors	San Ramon	925 830-4269 10% Parts/Labor
Dinan Engineering	Mountain View	650 962-9401 10% Labor
Dinan Engineering	Morgan Hill	408 779-8584 10% Labor
Double 02 Salvage	Hayward	510 782-2002 10% Used Parts
Edge Motorworks	Dublin	925 479-0797 10% Labor
evosport	www.evosport.com	888 520-9971 10% Parts, \$1000svc=free dyno
Extreme Performance	San Jose	408 923-6404 10% Parts/Labor
German Auto	Santa Maria	805 922-1262 10% Parts
GS Tuning	Santa Rosa	707 284-2680 10% Sales/Service
Heyneman European	San Rafael	415 499-1234 \$50 off Service
Jam Engineering	Monterey	831 372-1787 Various Parts
John Gardiner Automotive	San Francisco	415 777-2697 10% Labor
Nate Smith's Optimal Auto	Santa Cruz	831 476-1332 10% Parts
M Service	Walnut Creek	925 932-8744 10% Parts/Labor
Patelco Credit Union	www.Patelco.org	415 442-6200 Special Offer
Phaedrus	San Francisco	415 567-8000 10% Parts
Portola Valley Garage	Portola Valley	650 851-7442 10% Labor
RennWerks	Campbell	408 370-7480 20% Labor
Rossi's Tire & Auto Service	Salinas	831 424-0011 Various
SAS German Auto	Pleasanton	925 846-4886 10% Parts
Schulba BMW Service	Belmont	650 592-7352 10% Parts orders
Sound Innovations	Hayward	510 471-9062 10% Parts
ToeOut Performance	ToeOutPerformance.com	805 270-0118 10% Parts
Track Star Racing	Mountain View	650 961-2350 10% Parts/Labor
Valley Motorwerks	Rancho Cordova	916 636-9526 10% Parts/Labor
West Bay Bavarian	San Rafael	415 457-0820 10% Parts/Labor/Dinan work

Dealership Discounts		
BMW of Fremont	Fremont	510 360-5900 10% Parts & Labor
BMW of Humboldt Bay	McKinleyville	707 839-4269 10% Parts
BMW of Monterey	Seaside	831 899-5555 10% Parts
BMW of Mountain View	Mountain View	650 943-1000 10% Parts
BMW of San Francisco	San Francisco	415 863-9000 10% Parts
East Bay BMW	Pleasanton	800 505-4801 10% Parts
Peter Pan BMW	San Mateo	650 349-9077 10% Parts
Roseville BMW	Roseville	916 782-9434 10% Parts
Sonnen BMW	San Rafael	415 482-2000 10% Parts
Stevens Creek BMW	Santa Clara	408 249-9070 Various/20% Parts/Labor
Weatherford BMW	Berkeley	510 654-8280 Various



- BMW CONCORD**  
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Concord, CA 94520  
925 682-3577
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707 839-4BMW (4269)
- BMW OF MONTEREY**  
One Geary Plaza  
Seaside, CA 93955  
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- BMW OF MOUNTAIN VIEW**  
150 E. El Camino Real  
Mountain View, CA 94040  
650 943-1000
- BMW OF SAN FRANCISCO**  
1675 Howard St  
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2150 South College Drive  
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Fremont, CA 94538  
510 360-5900
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1484 Auto Park Way  
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805 543-4423
- EAST BAY BMW**  
4350 Rosewood Drive  
Pleasanton, CA 94566  
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San Mateo, CA 94403  
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Santa Rosa, CA 95407  
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San Rafael, CA 94901  
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## GGC, BMW CCA

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Golden Gate Chapter BMW CCA  
909 Marina Village Parkway, PMB #189  
Alameda, CA 94501

## 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 \$40 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](http://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](http://www.bmwcca.org)

## PRIVACY STATEMENT

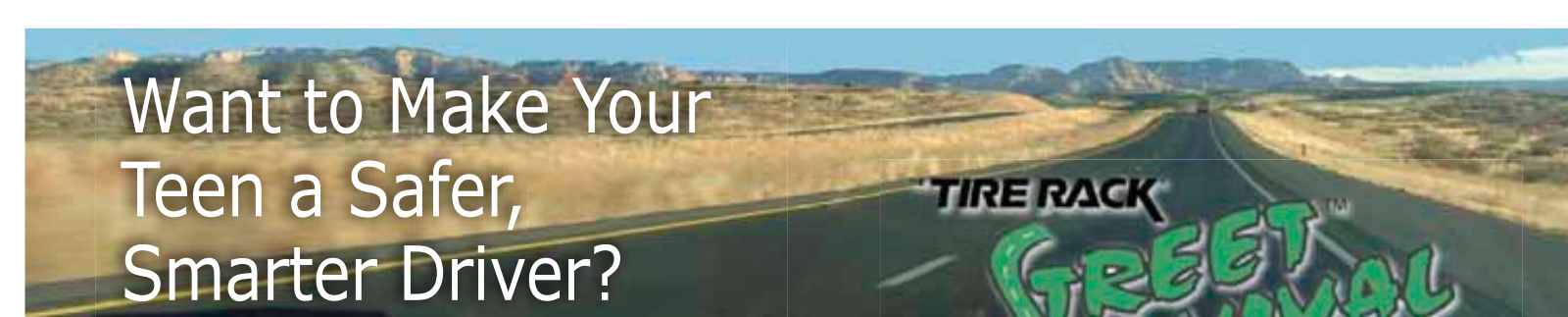
By joining the BMW Car Club of America (BMW CCA), you provided personal information that allows us to contact you. BMW CCA provides this information to the Golden Gate Chapter of the BMW Car Club of America (GGC BMW CCA) for the following purposes:

- 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](http://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.

## MEMBER UPDATES

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



# Give them Street Survival™ skills!



## Street Survival™ School Program Guide

The goals of the Street Survival program are to teach students some of the basics of car control, to enhance their enjoyment of driving, and to improve their competence as drivers. We want the students to understand how their actions govern a car's responses, and thereby become safer, more effective drivers on the road.

During the event, students will maneuver their cars through exercises laid out using orange traffic safety cones in a closed parking lot. They will experience each exercise element several times in order to learn from their mistakes and to improve their skills. A trained driving coach will accompany each driver to provide real-time feedback as performing maneuvers. There is no stop-watch nor head-to-head competition with other cars. The students are here to improve their skills, not to compare themselves with someone else.

The exercise elements are laid out in advance by the event organizer and are designed to be fun, safe, challenging, and educational. Each element will teach the students a specific skill or group of skills.

Safety is our prime concern!

Check out the Street Survival video promo featuring the GGC instructor core at: [www.streetsurvival.org](http://www.streetsurvival.org)

Previous GGC Street Survival™ School articles can be found in the September 2005, July 2006, and July 2007 issues of the *Bombe*, available in pdf format at the GGC website under the Communications link.

## Event Schedule:

- 8:00 – 9:00 a.m.: Registration and car safety/tech inspection.
- 9:00 – 9:45 a.m.: Classroom instruction, exercise and language/terms familiarization.
- 10:00 a.m. – 12:00 p.m.: Hands-on car control instruction on a closed course.
- 12:00 p.m. – 12:45 p.m.: Lunch
- 1:00 p.m. – 5:30 p.m.: More hands-on car control instruction on a closed course and graduation.

**What:** Street Survival™ is a safe teen driving and car-control program for licensed drivers 16 to 19-years old.

**Who:** Sponsored by the Tire Rack in association with the BMW Car Club of America (BMW CCA) Foundation, a 501(c)(3) public charitable foundation, in partnership with the BMW CCA Golden Gate Chapter.

You don't have to be a member or own a BMW (no SUVs). However, all students must have a valid driver's license. Sorry, no exceptions. Minor Waivers (under 18) must be notarized. No exceptions.

**Where:** Candlestick Park. Take any Candlestick exit from Highway 101. Look for us in the parking lot.

**When:** Saturday, May 30, 2009. 8:00 a.m. to 5:30 p.m.

**Cost:** \$60 includes event fee, lunch, and a one-year membership to the BMW Car Club of America.

**Register:** Online only: [www.StreetSurvival.org](http://www.StreetSurvival.org)  
For more info, contact: [CarControl@ggcbmwcca.org](mailto:CarControl@ggcbmwcca.org).

**Why:** According to Mothers Against Drunk Driving (MADD), 36.4% of all teen accidents are alcohol-related. Street Survival's mission is to reduce the other 63.6% of teen accidents caused by driver error.

Street Survival™ goes beyond drivers' ed to teach teens to avoid accidents before they happen.

Street Survival™ is a unique hands-on driving experience that puts each student behind the wheel of his or her own car with a trained driving instructor one-on-one, all day.

The instruction takes place on a closed parking lot, so teens can experience emergency driving situations in a controlled environment. We teach skid control, ABS braking, accident avoidance, and emergency lane changes among many other good driving skills and habits.

**Space is limited. Registration opens April 15 at: [www.streetsurvival.org](http://www.streetsurvival.org)**

# Car-Control Clinic!

May 31 at Candlestick Park



Upcoming clinics:  
July 25 (Marina)  
October 10 (Marina)

Photos by: Christina Breyton

Imagine knowing what to do when your car begins to slide, or being in control during that "panic stop." Come out to our next Golden Gate Chapter Car Control Clinic and learn these skills. No matter what you call these events, from Chassis Dynamics Exercises to Safety Schools, the fact is that you can't have more fun than pushing your car past the limits of traction in a safe environment (how else are you supposed to know what it's capable of—and what you're capable of?). Let's face it: Everybody knows how to drive, and we all think we're pretty good at it. Here's your chance to have fun while you find out just how well you've acquired those skills—and learn many new basic car-control skills in a single day.

Maybe you're interested in learning more about your car's handling or want to break some bad habits. Maybe you just want to be a better driver every time you get in your car. The good news? A GGC Car Control Clinic is the perfect answer in either case. Consider the incredible value of this compared to similar schools with big-name companies costing nearly a thousand dollars. Make it a gift to yourself, a friend, or family member—teens love these clinics!

**Need more information?** Join a Chapter discussion forum! They're great for asking questions about the car-control clinic program and other GGC events. See [www.ggcBMWcca.org](http://www.ggcBMWcca.org) under "GGC Talk" or visit [www.JustRacing.com/ggc\\_bmw\\_cca](http://www.JustRacing.com/ggc_bmw_cca).

## What you get:

- First come, first served. You must be a BMW CCA member
- Personalized attention from experienced GGC instructors
- Instruction geared to your level
- Short "chalk talk" followed by hands-on exercises
- Skid pad - Slalom course - Braking exercise
- Learn proper use of steering wheel, brakes, and throttle
- One car, two drivers okay
- Soft-tops okay
- Approved pre-requisite for on-track high-performance driving school
- On-line registration only: [www.ggcBMWcca.org](http://www.ggcBMWcca.org)
- Only \$110 per student—lunch included! (\$150 for non-members, includes one-year membership to BMW CCA.)

## What you need:

- ① A helmet, Snell-approved M2000 or SA2000, or newer
- ① A valid driver's license (no learner's permits)
- ① An open mind and a willingness to have fun
- ① A notarized Minor Release Waiver if you are under 18 (See the GGC website Clinic Overview)

Please read the full description in the clinic overview document found online via the Driving Events link at: [www.ggcBMWcca.org](http://www.ggcBMWcca.org).

# Your best defense against radar

(choose one):  Situation Awareness?  
 Situation Ignorance?



Mike Valentine: Electronics Engineer and Co-inventor of the original Escort® detector

### The Shrug Factor

When a beeper gives two beeps and then goes quiet, most drivers shrug: "It's probably nothing," they say. Wrong! Two beeps is exactly the warning when instant-on ambushes somebody ahead. You could be next. Every beep may not be radar, but it's a threat until you know otherwise.

### Situation Awareness.

Fighter pilots just say "SA." When you peel off the military jargon, SA turns out to be man's oldest survival technique: *know what's going on around you.*

For combat pilots, SA is a two-step process. First: know all the threats — where they are and how many. Second: identify each one, friend or foe? A jet warrior will never be surprised by a bogey closing on his six if he has SA.

V1 has antennas facing both forward and behind, for radar and for laser. It scans all around your car. This patented SA system reports to you through locating arrows and the Bogey Counter. With V1, you won't shrug.



### SA on the Road

The Valentine One Radar Locator is born of my personal passion for SA. I want to know the threats, both radar and laser. *All of them. As far away as possible.*



When Valentine One finds radar or laser, a red arrow points toward the source. Ahead? Behind? Off to the side? V1 tells you instantly. Other detectors? They all go "beep" and leave you guessing, just like they did in the Seventies. Situation Ignorance, in other words.

### Situation Ignorance

Our patents prevent our competitors from matching V1's SA. So they try to distract you with technology. "Intelligence" is the latest claim for a GPS scheme aimed at reducing your Shrug Factor by reducing beeps. But GPS doesn't find new threats, just false alarms you already know about.

### Arrows and the Bogey Counter

V1's advanced computer analysis tracks each signal separately. And the arrows point toward each one. A digital display called the Bogey Counter tells "how many." V1 won't keep you ignorant. Example: you see one radar, but there's another ahead. V1 tells you about each one. The beepers just go "beep."

**"Awesome...the patented arrows are a huge advantage."**

— MPH

## What others say about V1

*"The Valentine One radar detector provides the best, most comprehensive, most useful, and least annoying alerts."*

PC Magazine

*"It's the iPod of the Radar Detectors."*

us.gizmodo.com

*"Best detection range in our tests."*

Wired

*"This is the only unit that can track radar and laser in 360 degrees, and it can detect multiple threats, helping drivers to better identify false signals."*

Popular Science

*"The controls and interface are a marvel of logical design."*

Wired

*"The only radar detector that works at all is the Valentine One. It shows if the signal is forward, rear, or side, as well as the number of signals."*

Best Life, quoting Alex Roy, four-time trophy winner of the Gumball Rally

Escort is a registered trademark of Escort, Inc.

**Valentine One**  
RADAR LOCATOR

Valentine Research, Inc. Phone 513-984-8900  
Department No. XV49 Fax 513-984-8976  
10280 Alliance Road  
Cincinnati, Ohio 45242

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Please call toll-free **1-800-331-3030** or visit [www.valentine1.com](http://www.valentine1.com)

- Valentine One Radar Locator with Laser Detection - \$399
- Carrying Case - \$29
- Concealed Display Module - \$39  
For covert operation: removes all visual warnings to a location of your choosing (1" x 2" x 1.5")
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- 30-Day Money-Back Guarantee

**"...it's worth every penny."** — Wired



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