

**BMW Car Club
of America
San Diego Chapter**



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Volume 42 No.3



Fahren Affairs

The Official Newsletter of the San Diego Chapter, BMW CCA



Photo: Roger Gong, CRSTUDIOS



**Inside:
2019 Autocross Dates**

Photo: Ben Carufel



**Coming Up:
Sept 14 Women's Car Control Clinic**

Photo: Rachel Mills



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Misc. Car Club Info

San Diego SCCA Auto-X www.sdr-scca.com/solo2

SCCA Club Racing sdr-scca.com/rr

SCCA Cal Club (L.A. region) www.solo2.com

www.sdbmwcca.com



The President's Column

Here it is—Summer! They say time flies when you're having fun...and boy, have we had a lot of fun these past few months. We held our 30th Annual High Performance Driving School, a backcountry Driving Tour, a Meet & Greet with the BMW GTLM race team at the Long Beach Grand Prix, Car Control Clinic, multiple Autocrosses, Meet & Greet/Car Corral at Encinitas Cruise

Nights, Annual Overnight Drive, Meet & Greet/Brewery Tour, New BMW models Intro Night, Rug Cunningham Memorial Runoff Autocross, and annual Clean Car Contest/Show/Charity Auction. Whew!

None of these events can happen without the work and dedication of our awesome team of Board members, volunteers, and sponsors. We Thank You! The next time you come out to an event, please give these folks a shout-out and let them know you appreciate their efforts to bring a variety of events and services to our Chapter's members.

Speaking of shout-outs, with this issue we bid farewell to our longtime partnership with BMW of El Cajon, originally Cunningham BMW. They have been a principal supporter of the Chapter over the past few decades, hosting innumerable events and Tech Sessions, advertising in *Fahren Affairs*, supporting driving events and especially our autocross program. We'll continue to proudly honor the memory of Rug Cunningham, and the support of the El Cajon dealership, with the perpetual Memorial Runoff Autocross Trophy in Rug Cunningham's name.

Dealerships and independent shops change ownership over time; priorities and the business climate changes. It's important that the businesses that support this Chapter can see the value in doing so. The next time you buy parts, have your car serviced, buy accessories, or just stop by for a chat or advice from one of our partners, be sure to let them know you're a BMW CCA member and that you value their support. Let them know you saw their FA ad or link on our website, or mention on social media.

Keep an eye on our website, E-newsletter, and social media for more upcoming events. And if there's something else you'd like to see the club do, please let us know!

Lisa Goehring

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SUBMITTING INFORMATION TO THE EDITOR

Please send us your stories, tech. tips, photos, etc. We welcome and encourage any material you think would be informative or interesting to other members. All information should be submitted to the editor at sd-newsletter@sdbmwcca.com. The deadline for submitting information to the editor is the 10th of March, June, Sept., and Dec.

Calendar

July 9

SD Chapter - Board Meeting

July 21

SD Chapter - Two County Driving Tour;
Lunch at BMW of Murrieta

August 3

SD Chapter - Autocross
SDCCU Stadium, East Lot

August 13

SD Chapter - Board Meeting

August 16-18

BMW National Event - Legends of the
Autobahn & Festorics. Monterey, CA

August 24

SD Chapter - Karting at K1 Speed
San Diego

September 1

Big SoCal Euro
SDCCU Stadium, West Lot

September 8

SD Chapter - Autocross Practice
SDCCU Stadium, West Lot

September 10

SD Chapter - Board Meeting

September 14

SD Chapter - Women's Car Control Clinic
SDCCU Stadium, East Lot

New Club Members

Welcome! We look forward to meeting
you at one of our upcoming club events!

Edward Adato

Mahyar Ajir

Peter Augustine

Mark Bala

Bryce Baumgart

Michel Beaussart

Clayton Benway

Michael Bialecki

Steven Blake

Summer Bonaker

Carey Brown

Andy Brunn

James Bucaro

Alexander Bukalo

Catalina Buzzetta

Salvatore Buzzetta

Daryl Capa

Stephen Chen

Robert Collins

Russ Cornelius

Brad Costanzo

Jacob Day

Chris Debek

Elizabeth Denton

Raymond Dexter

Rashaud Drayton

Michael Duenas

Hugh Dunklee

Jared Ekong

Andrew Erwteman

JR Evans

Amir Filsoof

Will Flores

Donna Frasca

Sal Garcia

Court Gardner

Gianni Giorgetti

Daria Glukhova

Karla Gonzalez

Daniel Goodman

Rodrigo Guevara

Charles Hanlon

Francisco Haslett

Thomas Helvey

Charles Henry

Shields Hull

Rohit Jain

Woosung Jun

Greg Karnes

Boram Kim

Richard Kim

Vadim Kraynov

Sunny Kumar

Robert Latven

Sean Leahy

Sally Lee

Sara Llanes

Joseph Mansour

John McMahon

Phil Meyer

Kali Mistry

Craig Moody

Louis Morris

Joe Negrey

Henry Newman

James O'Donnell

Michihiro Okazaki

Ron Ordenez

Samson Pak

Chris Peavey

Charlie Persico

Paul Rael

Karl Raghina

David Rezk

Timothy Roque

Cecelia Schellstede

Cameron Schultz

Enrico Scolari

Justin Sisanachandeng

Mark Stein

Dave Taylor

Christine Thomas

Parker Togut

Craig Tracy

Herman Tse

Micheaela Whaley

Mark Wiesenberg

Alexander Yankopoulos

Tony Zito

Social Media

Chapter Website:

sdbmwcca.com

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Facebook
@SanDiegoBMWCCA

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Monthly Meetings

San Diego Chapter monthly Board Meetings are held
the 2nd Tuesday of each month at:

Filippi's Pizza Grotto
5353 Kearny Villa Road

5:45 p.m. – Pizza & soft drinks

6:30 p.m. – Board Meeting

Please join us to meet fellow members, be the first to
hear about upcoming events and learn how you can
contribute to our chapter.

Are you moving?

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Local Membership Discounts

The following advertisers offer a discount to BMW CCA members.

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La Jolla Independent	10% discount
Miramar Automotive	20% discount on labor
Oceanside Motorsports	Complimentary detail upgrade

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Full Page, Inside Back Cover	7.5" x 10"	\$1,300	Third page, Internal	7.5" x 3.75"	\$400
Full Page, Internal	7.5" x 10"	\$1,000	Quarter page, Internal	3.75" x 5.0"	\$300
Half Page, Inside Cover(s)	7.5" x 5.0"	\$900	Business card, Internal	3.75" x 2.0"	\$200

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Upcoming Event

Women's Car Control Clinic

Saturday, September 14

Register NOW at sdbmwcca.motorsportreg.com



Improve your driving skills, increase your confidence, and experience your car's capabilities in a fun, safe and stress-free environment. Through our classroom sessions, car-control exercises and autocross practice, you will learn skills and techniques that will be applicable to real-world driving situations. Our classroom instructor, the Principal Instructor of American Driving School, will discuss everything from proper seating and mirror positions to oversteer and understeer. After class, our experienced driving instructors will help you master the car control exercises. Then, in the afternoon, we'll do all the exercises in succession in one big course.

What will my day look like?

7:00 am – Arrive at SDCCU Stadium; Empty your car
7:20 am – Registration and Safety Inspection Open
8:00 am – Introduction and Classroom Session
9:00 am – Car Control Exercises
12:30 pm – Lunch & Classroom
2:00–4:00 pm – Practice Laps

What car can I bring?

All registered, street-legal cars are welcome.

Who can register?

Anyone with a valid driver's license who is 16 or older. Drivers between 16 and 18 years must bring a parent or guardian to sign the Minor Release Waiver. BMW CCA membership is not a requirement. Two drivers may share one car, but both drivers must register separately. Registration is restricted to members and family or friends of members. Member may register up to two participants.

What is the cost?

The cost of this event is \$60 and includes a catered lunch.

How do I sign up?

Registration is online using MotorsportReg. You'll need to create an MSR account if you don't already have one.

****Only 40 spots available so sign up early!****

sdbmwcca.motorsportreg.com

What should I bring?

Your car with a full tank of gas and good tire tread, your driver's license, sunscreen, a hat and if you have one or can borrow one, a Snell 2010 or newer helmet. A limited number of helmets are available first-come, first-served, so please let us know if you will need one.

Will my insurance be valid?

You will have to check with your individual carrier to see if you are covered for an event such as this.

I have more questions. Who do I ask?

Email Rob at autocross-director@sdbmwcca.com



Photo: BAM Photography Studios

Upcoming Event

Autocross Dates

August 2019 - January 2020

Register at sdbmwcca.motorsportreg.com



We've added more driving events at SDCCU Stadium. Come join the fun!

Saturday, August 3 - Autocross

Sunday, September 8 - Autocross Practice

Saturday, September 14 - Women's Car Control Clinic

Saturday, October 26 - Autocross

Saturday, December 14 - Autocross

Saturday, January 11, 2020 - Autocross

Award Winners

BMW CCA Recognition Program

Throughout the history of the BMW CCA, outstanding individuals, chapters and businesses have supported The Club in many ways. It is appropriate that this passion, enthusiasm and commitment to The Club be recognized. The BMW CCA recently recognized two of our San Diego members for their achievements and exceptional dedication in 2018.



Photo: Matt Gage

Brett Litoff was awarded Outstanding Chapter Officer—Pacific Region! Brett went far beyond the responsibilities of being our chapter's Vice President, volunteering his time at numerous events throughout the year to support our members and our chapter.



Photo: Bryan Gaier

BMW of Escondido was awarded Outstanding BMW Center—Pacific Region! Tim, Tom, and the whole Brecht family have been amazing supporters of the SD BMW CCA for over 30 years.

Congratulations to Brett Litoff and BMW of Escondido!

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CHRIS KEEFER

Formerly of La Jolla Independent BMW Service, Chris has been a leading technician in the San Diego BMW community for the last 13 years. Chris started Independent Motorcars in order to continue to deliver a high level of service to his customers and expand those services to the other makes and models his customers have in their garage.



JAY PRZEPADLO

Formerly of La Jolla Independent BMW and Herman Cook VW, Jay has an extensive knowledge of BMW cars and has been factory trained in VW and Audi automobiles during his 15-year career. His main focus is to maintain customer vehicles to a higher-than-factory standard.



ERIK STORER

Formerly of La Jolla Independent BMW, Erik is our resident customer service advocate, in-shop assistant, code enforcer, neat freak and comedian. Erik is the support system of Independent Motorcars in all facets of what we do. Chances are he has picked you up or driven you home without the use of navigation or Google Maps.



*"They give personalized service. With a growing family, we need our cars to be reliable without killing our wallet."
Brad and Sarah V.*

Boris Said is the only American to ever win the Nurburgring 24-Hour Race... and **HE DID IT IN A BMW!**

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30 Years of Going in Circles



Photo: Roger Gong, CRSTUDIOS

1989. THE SOVIETS WERE STILL IN ONE Union, there were still two Germanys, and the E30 M3 was still a new car. The fastest sedan sold in the US was a BMW M5, with an exotic race-bred twin cam engine that produced 256 horsepower. And back then Bluetooth sounded like the nickname of some pirate.

Our San Diego Chapter was a mere fraction of its current size, but we had big ambitions. A few of us had explored the capability of our BMWs and ourselves in well-structured driving schools hosted by the much larger neighbors in the BMW ACA Los Angeles Region and the BMW CCA Golden Gate Chapter. We marveled at the organizing that it took to rent a “real” racetrack and coordinate a safe learning experience with instructors, classroom time, staying on schedule, and hosting a social dinner event. Could our Chapter do that someday?

Enter Jay Jones, a motoring journalist who would guide our Chapter as President in 1992-93 from his home in Orange County. While a Board member in 1989, Jay had the vision to create a High Performance Driver Education event (HPDE), but we needed a venue. The closest racetracks, Willow Springs and the former Riverside Raceway, were already being used for schools hosted by LA. The only option nearby was a dusty World War II-era airport near El Centro, morphed back then into an active SCCA circuit called Shangri-La. There was a short, semi-permanent layout on inactive runways and taxiways with a rough concrete surface that tortured tires.

As our Chapter’s first foray into high performance driving beyond a parking lot, Jay developed a multi-tiered event that included a car control clinic (with several specific driving exercises on

Saturday and driving on the course on Sunday), an advanced driving school (with Instructors on the 2.1 mile, 7-turn layout), and an optional Time Trial on Sunday afternoon. The December 1989 event had an entry fee of just \$75. Jay recruited several sponsors to provide financial support and raffle prizes, and our dealership sponsor, Cunningham BMW in El Cajon, provided some race-experienced instructors and brought a then-new M5 and M6. More Instructors volunteered from the LA BMW Club and SCCA, and a resort venue was secured for a Saturday night banquet.

As we arrived on Friday to set up the driving exercises with orange cones, we couldn't help but notice a lumbering C-130 cargo plane repeatedly using the active runway. Jay ventured over to make sure our event didn't conflict with their plans, only to discover that the British Royal Air Force was using the desert for paratrooper training. Before long, a deal was struck: if we let them ride in our vehicles, they would let us ride in theirs. And thus our event took off into the third dimension...

Our driving activities went well on Saturday, including giving the Brits some rides in Cunningham's M cars. We parked several cars on a taxiway to spell out "B" "M" "W" for a flyover photo by private pilot Tom Newport. Sunday morning began with the C-130 making a surprise LOW flyover above our pits as we

were preparing for our day. Coffee was definitely spilled! After our driving activities were over, we decided to stage an intentional flyover, parking several cars on the inactive runway to capture the C-130 overhead. The first pass was impressive, and we got a good photo. Beginning to disperse, we noticed they were coming around for a second pass. The C-130 got lower and lower...and lower! Some people flattened to the ground thinking the pilot had misjudged. He later reported that his radar altimeter showed it just 12 feet off the deck! Finally, promise kept, several of us boarded the cargo hold and took a short flight above the desert. This was such an improbable experience that it was documented in *Roundel* magazine (June 1990) and really made a name for the San Diego Chapter.

After an aircraft-free repeat of the Holtville event in March 1991, Dan Covill, who served several years as *Fahren Affairs* editor and President, proposed that we step up to a "real" racetrack with the radical idea of hosting an event at the Las Vegas International Speedway. The distance and scope were very ambitious, but Dan did a lot of homework and we agreed that LVIS was alive. His painstaking planning led to success as we promoted the event throughout the Region, recruited a lot of Instructors, and had our first smooth-running event there in February 1992. In 1995, Rich Gehring took over, managing the annual event—one of the countless roles he served for our Chapter.



Broadening our driving activities beyond the Las Vegas school in 1995, we also decided to conduct an event at another unorthodox facility, the Emergency Vehicle Operations Center (EVOC) in San Bernardino, used by the Sheriff's Department. On a hot August weekend, we created a multi-event program that included testing reaction times in the Sheriff's emergency lane change simulator in our cars, plus practicing car control on a 70,000 sq. ft. wet skidpad... in retired Sheriff Crown Victorias! You haven't lived until you've drifted a cop car. Meanwhile, classroom sessions took place in an air conditioned building (a popular spot in the heat) and participants also got to drive repeated laps on the facility's 1-mile banked tri-oval. Sunday was a repeat, minus the skidpad exercise, but we added a timed autocross competition in their simulated street grid layout where officers practice pursuits. To cap off a very busy 1995, we even hosted a BMW CCA Club Race (in their very first year) at the Las Vegas International Speedway that November. All three of these driving events repeated in 1996; a couple of very busy years!

After mentoring the fledgling Sin City Chapter in Las Vegas to keep the LVIS event going, we moved on to our next track home at the (then) new Buttonwillow Raceway Park in 1998, with Rich Gehring managing this major transition. The Golden Gate Chapter hosted a trial event there in September 1997, but we began putting on a springtime school at Buttonwillow that was often the first one of each year. Our Chapter hosted an Instructor Training program on the Friday before the HPDE every other year to mint more skilled mentors. Several Chapters within the Pacific Region offered financial support to defray the extra track costs and sent prospective Instructors, whose increasing ranks would improve the HPDE events throughout our Region.

Our annual event at Buttonwillow continued through 2010, often including a Club Race and Instructor training. One of the benefits of Buttonwillow is a choice of layouts and direction, so to keep it fresh we changed the direction every other year. In 2007, Andre Pantic took over as Chairman of our HPDE events, building on the strong foundation that Rich Gehring established over the previous 11 years. In 2011, under



Photo: Bill Woolard



Photo: Matthew Kogan

Andre's leadership, our Chapter moved on to yet another newly-built racetrack, the Chuckwalla Valley Raceway, less than an hour east of Palm Springs. This track was closer to San Diego and avoided the dreaded drive through LA. It is a great learning track, with a variety of corners and a nicely-banked turn, and can be run in either direction. We continued to offer run groups for all skill levels and hosted Club Racing events. Anne Littrell volunteered to be our HPDE Chairman in 2015 to continue producing well-run events at Chuckwalla. The remote location challenged us with its long drive to and from the track, expensive lodging costs, and the difficulty of attracting participants from outside Southern California. After a lot of discussion, Anne and our Board decided to work toward getting a coveted slot on Buttonwillow's busy calendar again. And in 2016 we succeeded in scoring a Fall date on their crowded schedule, meaning that we hosted an HPDE at Chuckwalla in March and one at Buttonwillow in October that year.

After the 2017 event at Buttonwillow placed a burden on our treasury once again, our Chapter was at a crossroads: The leadership team was



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tired, and we hadn't found a way to make HPDE events both affordable to members and a break-even for our Chapter. During a critical Board meeting, we actively discussed whether our Chapter even wanted to continue hosting HPDE events. We needed new leadership and a new formula if they were to survive. Seth Hanson stepped up to volunteer as our new HPDE Chairman, asserting that track schools were one of the main reasons he joined the Club and he didn't want to see them end. With creative input from Matthew Kogan and Tim Brecht, a new formula was conceived that re-sorted the driving groups, reduced our lodging costs, and added a Time Trial group like we'd had way back in 1989. This new format was introduced for our 2018 event at Buttonwillow, and it sparked much more participation and financial viability. The new Team had cracked the code, and our HPDE program was given new life. Further refinements in 2019 reduced entry cost and increased participation to the point that the total number of people on site—drivers, instructors, staff,

corner workers—was 190! It was an appropriate celebration of our 30th Anniversary HPDE event!

Thirty years after hosting our first driving school, we have used 5 different facilities, improved the skills of thousands of drivers, trained multitudes of Instructors, benefited from the hard work of six different Chairpersons and lots of staff workers, and our events are as strong as ever. Though Dan Covill and Rich Gehring are no longer with us, their proud legacy lives on every time the green flag drops for the first track session of each HPDE.

As our program has continued to evolve, so have the BMWs that we drive. Remember the world's fastest sedan when we began, the 256 hp M5? Today, the base 4-cylinder G20 330i comes within just one horsepower...so we need to keep learning!

Dan Tackett





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DATED MATERIAL

Women's Car Control Clinic



Photo: Travis Sterne

Improve your driving skills, increase your confidence, and experience your car's capabilities in a fun, safe and stress-free environment. Through classroom sessions, car-control exercises and autocross practice, you will learn skills and techniques applicable to real-world driving situations. All marques are welcome!

Saturday, September 14, 2019

**Online Registration
is now open**

Register Online at
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member yet?***

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