



Weekend with Heroes

Photo: Lisa Goehring



BMW Performance Center

Photo: Lisa Goehring

INSIDE

President's Column.....	3
Calendar & New Members.....	4
2017 Awards.....	5
Buttonwillow Driving School.....	6
Car Control Clinic.....	8
Autocross Open Practice.....	9
Jack Cavanaugh Car Show & Auction.....	12
Rick Gehring Memorial Autocross.....	13
Weekend With Heroes.....	14
Dessert in the Desert.....	18
Ultimate Autocross Results.....	22
Resolution Autocross Results.....	24
BMW Overnight Drive.....	27

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Misc. Car Club Info

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SCCA Club Racing sdr-scca.com/rr
SCCA Cal Club (L.A. region) www.solo2.com

www.sdbmwcca.com



The President's Column

Just after the holidays, I had an opportunity to travel to South Carolina for a special event at the BMW CCA Foundation celebrating 75 years of Motorsport history. It featured some very rare and special BMW race cars—from a 1937 328 to the 2014 Z4 GTLM #25—not to mention the legendary CSLs. And then there were those ‘brilliant’ racing drivers: David Hobbs and Brian Redman. Meeting them and listening to many

tales from their glory days was unforgettable. It was a fantastic weekend, well documented in Dan Tackett’s article you’ll find in this issue.

Aside from seeing this glorious exhibit of cars chronicling the pedigree of BMW’s ultimate racing machines, I was struck by the magnitude of effort, passion, and foresight necessary to safeguard and preserve these beauties throughout the decades. If not for the pioneering effort of Erik Wensberg in the 1980’s, many of these specimens would no longer exist. Thanks to him and a small cadre of other passionate enthusiasts who protected, restored, and preserved a number of these iconic race cars, they can be appreciated and enjoyed by new generations of fans well into the future. And I wondered, who will carry that torch for these early pioneers in the years to come?

Fortunately, the BMW CCA Foundation has some truly devoted Trustees and staff who oversee dedicated programs for fostering vehicle preservation, along with a repository for BMW-related historical documents, literature and paraphernalia, providing club members access to rare and interesting BMW artifacts while insuring their continued existence. It’s comforting to know that the passion for preserving the history of the marque, and the CCA, is in good hands.

I highly encourage you to learn more about the Foundation and it’s work, at bmwccafoundation.org. Shop their online store for some cool collectibles, or consider contributing to their fundraising efforts. And if you’re lucky, you might still be able to purchase a copy of the exquisite collector’s edition book *Heroes of Bavaria*, written by Jackie Jouret, documenting the ‘Heroes’ exhibit, and park this incomparable display of racing history right on your own coffee table.

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 directly by e-mail to sd-newsletter@sdbmwcca.com. The deadline for submitting information to the editor is the 15th of even months.

Calendar

March 10

Beat the Clock Autocross
SDCCU Stadium, East Lot

March 13

San Diego Chapter - Board Meeting

March 24-25

High Performance Driver Education
Buttonwillow Raceway

April 10

San Diego Chapter - Board Meeting

April 21

Car Control Clinic / Autocross Practice
SDCCU Stadium, West Lot

May 8

San Diego Chapter - Board Meeting

May 20

Jack Cavanaugh Memorial Car Show,
Clean Car Contest & Charity Auction

June 2

Rich Gehring Memorial Spring Fling Autocross
SDCCU Stadium, West Lot

June 9-10

BMW Overnight Drive
Big Bear, Petersen Automotive Museum

June 12

San Diego Chapter - Board Meeting

New Club Members

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

Lewis Carpenter	Sarah Ghose	Roland Senechal
Raymond Corchado	Brett Goldstock	Ryan Shapiro
Michael Correia	Juan Guzman	Nicole Shapiro
John Cribbs	Heath Hower	Michael Shuman
Sagar Dhawan	John Kinton	Adam Simmons
Patrick Doonan	Andrew Kinton	Jerry Tolo
Dan Dreesen	Bill Laney	Michael Tomin
Rhett Edwards	Peter Loughlin	Jennifer Tsoulos
Matthew Falkner	Kelly Maloney	Joseph Tu
Paul Filsinger	Johnny Manriquez	Mark Vandenberg
Alexander Filsinger	Tyran Nguyen	John Volker
David Finkelstein	Francie Olguin	John Williams
Enzo Flores	Dennis Penn	Anthony Wood
Paul Folkmann	Guillermo Quiros	

Social Media

Chapter Website:

sdbmwcca.com



Monthly Meetings

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

Giovanni's Italian Restaurant
9353 Clairemont Mesa Blvd.

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?

Update your address with the *National office* at bmwcca.org or call 1.800.878.9292

2017 Awards



Connor Bloum
Instructor of the Year



Brett Litoff
Volunteer of the Year

Jack Roybal
Staff Volunteer of the Year

Rob Walker
Instructor Runoff Champion



Upcoming Event

Buttonwillow **Driving School**

Saturday & Sunday, March 24–25

Register NOW at sdbmwcca.motorsportreg.com

Learn to drive your BMW as it was designed to be driven! Join the San Diego and Central California BMW Chapters on March 24 & 25 for our High Performance Driving School at Buttonwillow Raceway. As a bonus, you can visit the Norcal vs SoCal Big Euro Event Car Show (www.big-euro.com) on Saturday, also at Buttonwillow Raceway!

Buttonwillow is an accessible and challenging racetrack, making it a great place to learn the art of high-performance driving from a dedicated team of experienced Instructors. These BMW CCA instructors are qualified via an intensive two-day instructor training program to ensure your safety and a consistent, high quality learning experience. Drivers that come through our programs are some of the safest and most capable drivers you will find on the track. This quality is not available through any other programs at a comparable price point.

Our event is focused on driver development, not just an open track day. We emphasize safety, learning and having fun. Students will have an extensive classroom curriculum along with a dedicated in-car instructor. The price for this two day event is \$449¹ for new students, and only \$399¹ for returning students. The price increases \$50 on February 24, so sign up early! All Entrants must be BMW CCA members. To join, go to bmwcca.org and tap Join Today.

Attendees have some exciting new options for the weekend:

First, advanced drivers will be part of the A-Solo group³, driving solo in the instructor run group.

Second, a select group of advanced run group drivers can add the Advanced Data Coaching (ADC) option for an additional \$295. The ADC program is designed to take some of the guesswork out of assessing driving performance. A data acquisition system and video camera will be mounted to your car to capture your driving. After each session, you will meet with your driving coach to review your performance on track. After reviewing your data, your coach will show you opportunities for improvement, and help you set goals for the next session. This allows you to focus on techniques that will have the most impact on your driving.

Third, for the more experienced drivers and instructors, we are offering a Time Trial group that offers a bridge between an HPDE and full wheel-to-wheel racing.

Finally, for those interested in getting their Race License, we are offering a Race School. The cost to participate in the Race Oriented programs will be \$475^{1,2} for two days. The price increases \$50 on February 24. Those with their own transponder will receive a \$25 discount.

Our HPDE and Advanced Coaching programs receive rave reviews from driving enthusiasts every year. You'll go home with new skills and a heightened awareness that you can apply to your daily driving, as well as some great memories of doing laps at this fantastic racetrack.

Reserve your spot when registration opens January 2: www.msreg.com/BWHPDE.

1. All entries include lunch both days and all the water you can drink.
2. Instructors are eligible for a discounted entry (see instructor sign up info)
3. A-Solo will have classroom sessions, but no in-car instruction.



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Car Control Clinic

Saturday, April 21

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.

**This clinic is geared toward drivers who have not had prior performance-driving experience. Experienced autocrossers should check out our Open Practice, also scheduled for April 21.*

What will my day look like?

7:00 am – Arrive at Qualcomm 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 taco lunch catered by Taquizas.

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 Kim at autocross-director@sdbmwcca.com



these two events...

Autocross Open Practice

Saturday, April 21

Register NOW at sdbmwcca.motorsportreg.com



If you're looking to hone your advanced autocross skills or if you want to dial in your car, then join us for a morning of autocross practice. Make sure you have a full tank of gas and plenty of tire tread, because you'll get a lot of laps in. We will have a few advanced autocross instructors available to help. Points and trophies will not be awarded as this is not a competitive event.

**This event caters to advanced drivers. If you're new to performance driving or if you want to learn important car-control skills, check out our Car Control Clinic, also scheduled for April 21.*

Planned Schedule

6:10 am – Gates open
6:30 am – Registration and Tech Inspection open
7:20 am – Course walk (optional, self-guided)
8:15 am – Driver meeting
8:40 am – Course opens
Three run groups of 20 cars. Each get:
 Two 40-45 min run sessions
 Two 40-45 min rest sessions
 One 80-90 min work session
1:30 pm – Day ends

Registration

Opens on March 1 through MotorsportReg.
www.sdbmwcca.motorsportreg.com

Who can register?

Anyone with a valid driver's license who is 16 or older. Drivers under the age of 18 years must bring a parent or guardian to sign the Minor Release Waiver. Two drivers may share one car, but both drivers must register separately.

Is a BMW CCA membership required?

Registration will be open to BMW CCA members on March 1 and will open to non-members on April 1.

What cars are allowed?

All marques are welcome. Cars must pass our tech inspection. SAV, SUV and trucks are not permitted at this particular event.

Cost

The cost of this event is \$80. Coffee and muffins will be available first thing in the morning, and water will be on hand all day, but lunch will not be provided.

What to expect

If the day runs as scheduled, each driver should get two 40-45 minute run sessions which should result in 20-25 laps in total. Additionally, each driver will have two 40-45 minute rest sessions and one 80-90 minute work session.

Sound Limit

The stadium's normal sound limit of 91dB will be in effect. Cars over the limit won't be able to run and entry fee will not be refunded.

Timing

Timing equipment will be running and the display will be available for drivers to see, but times will not be recorded.

Items to bring

Driver's license, snacks or lunch, sunscreen, hat, Snell 2010 or newer helmet.

Insurance

As with most parking lot or track events, your insurance may not be valid. Check with your individual carrier.

Questions?

Email Kim at autocross-director@sdbmwcca.com



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Upcoming Event

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San Diego Chapter



&



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INFO: DENNIS DAMON, 760-598-8770, ddnomad@msn.com

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Photos: Lisa Goehring

Upcoming Event

RICH GEHRING Memorial Autocross

Saturday, June 2

Register NOW at sdbmwcca.motorsportreg.com



Come on out to SDCCU Stadium's West Lot on Saturday, June 2, and celebrate a special event with us! The Spring Fling autocross commemorates Rich Gehring, who was the backbone of our Chapter for over 30 years. Rich served on our Board of Directors in many roles, but the one he was famous for was Equipmentmeister. Rich kept our autocross and driving school equipment, along with our truck and trailer, in perfect working order for many years. He was at every autocross and HPDE, where he would help set up and run the event. Rich gave an immeasurable gift to our chapter through his time, generosity, knowledge, and experience. His exceptional kindness and his genuine smile continue to inspire us.

Back in his day, Rich won his share of autocross trophies, so celebrate his memory with us by engaging in one of his favorite events—a fast and fun San Diego Chapter autocross!

Onsite registration costs \$10 extra, so register online & early!

Important:

- **Only Snell 2010 and 2015 helmets are allowed**
- **All cars MUST be under a 91 dB noise level and we'll be checking! Over 91 dB = no autocross.**
- **You must be a BMW CCA member to participate.**
Join online at www.bmwcca.org in advance. Bring your membership card or print your membership confirmation if you have not yet received your membership card.
- We usually fill all the spots prior to the event, so register online early. **\$10 extra to register onsite!**
- If you choose to register onsite, bring cash or check and arrive by 7:30 am.
- The entry fee of \$65 includes breakfast items, lunch and beverages. Additional lunches for guests can be purchased for \$8 at Registration.
- We do not cancel for rain.

Newcomers:

We've all had a first time and we're all still learning, so relax, have fun and enjoy your time with us. You will have an instructor take you around the course for one lap in your car showing you turn-in points, braking zones and so on. Your



Photo: Travis Sterne

instructor will then ride with you for your next three laps helping you learn the course. In your next session, and during the timed runs, you can have an instructor with you or you can go solo if your instructor feels you're ready. These events are what you make them; you can push for good lap times and enjoy the friendly competition or you can have more of a social event where running laps is just another part of a fun-filled day.

Check out the Autocross pages at <http://www.sdbmwcca.com/> for more info on this wonderfully addictive sport.

Schedule:

- 6:30 am – Gates Open
 - 7:00 am – Registration and Tech Inspection Open
 - 8:00 am – Tech Inspection Closes
(no inspection = no autocross)
 - 8:20 am – Driver Meeting (mandatory)
 - 9:00 am – Course Opens
- The day typically ends between 4 – 4:30 pm.

Weekend with Heroes



Photo: Lisa Goehring

SINCE LAST SUMMER, THE BMW CCA Foundation museum has hosted its “Heroes of Bavaria” exhibit, displaying some of the most significant BMW racing cars at their headquarters/warehouse in Greer, South Carolina. Details of the exhibit were covered in the October 2017 Roundel, reviewing the most tangible evidence of the Foundation’s goal to preserve BMW history. (Their other primary goal is to promote teen driver education through the Street Survival program, which our Chapter has hosted a few times, contributing to the major achievement of conducting 1000 events).

As a grand finale before the “Heroes” were returned to their homes, the Foundation created several events known as the “Weekend with Heroes” in January, an occasion significant

enough to inspire our President Lisa Goehring, Tom and Sue Fota, and myself to fly across the country to experience it first-hand. We’ll share some of that amazing weekend with you.

Our first dose of total BMW immersion was the unexpected option of a rental car upgrade: a locally-built BMW X5 35i. Its heated seats front and rear were much appreciated in January! The Weekend began at the Foundation with an “Ultimate Pit Walk” hosted by former M Brand Manager Erik Wensberg. He oversaw the M Brand and BMW’s racing programs for 15 years, during a critical phase of BMW’s visibility in North America. BMW had a history of entering various racing series, only to leave just as they were beginning to achieve success. It was Wensberg’s perseverance and personal



Photo: Dan Tackett



Photo: Lisa Goehring

risk to his job that he located and saved several significant BMW racing cars that were languishing in a dusty warehouse, waiting to be donated to a high school auto shop. Erik took us through the “Heroes” exhibit car-by-car to tell us their unique stories from his first-hand experience during their era of competition. His stories were compelling, a window back in time to the drivers, the tracks, the challenges, and the successes. Erik was also the driving force behind BMW’s corporate involvement in the 1992 “20th Anniversary of BMW Motorsport” during a Florida Oktoberfest. Building upon that success, he helped to gather a worldwide array of significant BMW competition cars for the 1996 Monterey Reunion when BMW was the featured marque. That incredible weekend set a high standard for future marques to match when they would be honored at Monterey.

Later that evening, we sat at the hotel bar to chat with friends about our personal experiences with BMW and BMW CCA. Much to our surprise, we were joined by the featured guests for the next night, legendary BMW drivers Brian Redman



Photo: Dan Tackett



Photo: Dan Tackett



Photo: Lisa Goehring



and David Hobbs! The more drinks they had, the better their stories became. Redman and Hobbs especially enjoyed telling us several hysterical British limericks. The “man from Nantucket” has nothing on these guys! We also heard about Redman’s horrific crash at Mont Treblant and his nine month recovery, as well as the time that he bravely told Enzo Ferrari “no” when asked to drive for his Formula 1 team. Hobbs had stories of his own about early days with BMW Motorsport Director Jochen Neerpach, the 320 Turbo and the March-BMW GTP car, which had a nasty habit of catching fire. Redman and Hobbs clearly are good friends, both now living 5 miles apart in Florida, and they reveled in trying to top each others’ stories. A night to remember...

The next day featured two special activities just for Foundation guests. The rapid pace of expansion at BMW’s Spartanburg factory has caused public tours to be unavailable for more than a year. Plus, BMW has tried to keep the upcoming X7 away from prying eyes. But they offered several tour times for our group on a Saturday (the line runs on weekends) to show us the all-new X3 and X4s being built. The plant recently produced its four millionth vehicle, and they are the largest dollar volume exporter of US built vehicles (70% are exported). We saw some interesting model badges that we don’t get here: X3 20i, X4 35d, and right-hand drive models. That afternoon, the BMW Performance Center (next door to the Foundation building) provided a free program for 80 participants. In their large classroom, Chief Instructor Mike Renner told us about the PC programs, sprinkled with entertaining stories and an old rollover

video from his racing career. Then, a group of five instructors piled us into M3 Competition Package cars to give us a sideways tour of the South Carolina track layout and wet skidpad. They destroyed tires as we cheered; I called it the Continental drift. Let’s hear it for Hot Laps!

Our weekend highlight was a gala hosted by the Foundation at an elegant brick country club. Here we had a chance to chat with friends from the Foundation and the Club and to thank the many people responsible for making the memorable “Heroes” exhibit and weekend a reality. Dinner was followed by Erik Wensberg interviewing Brian Redman and David Hobbs. They discussed their many exploits while making history as BMW racers, with entertaining stories and revealing anecdotes. Wensberg didn’t have to prime them much; both drivers were ready to go with friendly banter (Hobbs kept addressing Redman as “His Lordship”) and one-upsmanship from their careers (and even future book sales). Following a standing ovation, both drivers sat for an autograph session and to chat with everyone who met them. The BMW CCA Foundation has truly united the past with the future.

Dan Tackett



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BMW Performance Center Dessert in the Desert



OUR CHAPTER HELD ITS FOURTH BMW Performance Center event in January, and the wide smiles on members' faces tell the story of why we keep going back. We are so lucky to have one of BMW's premier facilities just a few hours away, and the Performance Center offers a special Club rate to experience a variety of driving events in the latest marvels from Munich.

For many of us, the day began with about 25 cars caravanning together from Escondido over the serpentine Pines-to-Palms highway to the desert town of Thermal, near Indio. Once there, joining the rest of our 100 participants, we were greeted by BMW's gleaming Performance Center building with a delectable new Marina Bay Blue M5 tantalizingly parked out front. Not yet available at BMW Centers, the M5 just made a dramatic debut by setting a Guinness Book world record for the longest continuous drifting, including car-to-car refueling! No such antics were offered to us, but we felt fortunate to get an early look.

A very cool M striped lanyard and personalized name badge awaited us inside. After a tasty buffet lunch and a briefing by Instructor Rob Stout, we divided into 5 groups and headed on foot or by shuttle to rotate through five exciting driving events. To sample maximum acceleration and braking, pairs of X5Ms and X6Ms and

M550i's were assembled for side-by-side drag races. In an added twist, the drag race included a 180 degree turn, then full acceleration again to a stop precisely inside a cone-lined box. We could feel the impressive AWD acceleration of the M550i, the quickest 5 Series ever (until the M5 is on the market), and some drivers were particularly astonished by the braking power of the heavy X6M.

Nearby, BMW's polished concrete skidpad was the site of the 'Rat Race,' pitting two drivers chasing each other in 340i's with Stability Control turned off to see who had the smoothest car control. Yes, we all know that sideways is more fun, but the most successful drivers managed slip angles with deft use of the throttle and countersteering to make up ground on the other 'rat.' Some drivers said this was their favorite event.

BMW has a dedicated mini road course right in front of their Chalet, with several configurations available to emphasize different driving challenges for their programs ranging from Teen driving schools to the advanced M Schools. On this day, just one driver had access to that tarmac. But it was Instructor Chris Hill, who took 3 passengers at a time for a Hot Lap ride in an M3 Competition Package. Rarely was it pointed in the direction of travel as Chris masterfully



Photo: Lisa Goehring

controlled weight transfer and slip angles to drift through the turns after an aggressive Scandinavian Flick. While every passenger was ecstatic, the tortured Continental tire tread blistered and popped dramatically in the heat, requiring a change of tires (or car) after every group of 40 runs. It was worth it!

Our most competitive drivers were able to put their skills up against the clock during the timed autocross using a fleet of M2s. On another part of BMW's road course, a short layout was set up with color-coded turn-in, apex, and track-out cones and an orientation lap led by an Instructor. Then, each driver got 3 runs with a passenger on



Photo: Greg Uhler

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FIRST TIMER

Oh to drive an M2... this is precisely why I came to this BMW Motorsport event. Last Summer, I sold my E46 M3 slicktop because I have three kids and got tired of them crawling over me every time I arrived at a destination. I needed a sedan and bought a new Honda Civic Type R.

As luck would have it, the first event for this newbie was the autocross with the M2s. What a blast and what a car with its unflappable handling and torquey six. After that was the drag race with SAVs accelerating like Scat Pak Mopars while providing all that added utility. Then it was over to some polished concrete with a 340i that had a penchant for perpetual oversteer. Finally, I finished up the day on the big track with M3s equipped with gorgeous carbon ceramic brakes (that option alone cost more than my '90 325is a few years back). The instructor was awesome and I learned to use some high visual horizon tactics along with the clipping of an occasional apex.

I didn't complete the final drifting event with an instructor at the helm of a M3 for two reasons: first, I ran out of time, and second, I wanted that excellent BMW lunch to stay precisely where it was. All and all, I had a marvelous time and want an M2 more than ever... anybody interested in a slightly used Rallye Red Type R?

Scott Tarman

board and the traction control enabled, ending in a tight stop box (my personal nemesis). The resulting podium was extremely close:

- | | |
|----------------|--------|
| 1. Pete Engels | 25.526 |
| 2. Greg Uhler | 25.576 |
| 3. Matt Gage | 25.602 |

The tastiest treat of the day for many was the chance to drive a Competition Package M3 on a real race track. Since our last visit a year ago, the Thermal Club has opened the Desert Palm circuit, and by our special request, BMW rented that layout for us to experience for the first time. In a lead-follow format, an Instructor headed a group of 3 drivers, clearly describing the line, turn-in points, braking and acceleration over a radio. Each driver got one lap directly behind the Instructor, then dropped back to give the next driver that chance. After every driver had their runs, the second driver would get behind the wheel and repeat the format. Desert Palm has an entertaining combination of esses and kinks and sweepers and a hairpin, enabling us to get a feel for the track and the M3s. With a wide variety of driving experience, the pace of each group was determined by the comfort level of the drivers. Three laps were just long enough to whet our appetites; for the full sweet experience, BMW offers one or two-day M Schools.

Nearly 5 hours of excitement concluded at dusk back in the classroom, where we thanked the team of Instructors and Rob announced the three fastest drivers in the timed autocross. Our final surprise was a goodie bag for each driver, including an M bag, a Performance Center pen, a special Performance Center West hat (only available to drivers at this facility), and an insulated M water bottle. This event was limited to 100 drivers, so when it opened up for registration in September, all slots were sold out within weeks. It's not too early to note your calendar for January 26, 2019 when we'll return. Look for a registration announcement in *Fahren Affairs* this Fall. You don't want to miss dessert, do you?

Dan Tackett



AUTOCROSS OPTIMIZATION

Waiting in line. I watched the other drivers navigating their M2s around the short autocross course, paying particular attention to when they would apply the brakes for the “stop box.” I figured out the general area where I needed to apply the brakes and not incur a two second penalty.

Recon lap. Slow and steady. I “read” the cones and the line. I am sitting on the bumper of the M2 in front of me. The instructor wants us nose to tail, but I lay back 3 car lengths. I need to see the line.

First Run: First time in an M2. First time using paddle shifters. My cars are 70s-90s manuals. No fancy stuff. I figure that the short run will be all 2nd gear after a launch in first. I set the controls for manual, launch in first, shifting to second before the first left. I keep the car in second around the right, right, and the left, before bouncing off the rev limiter braking for the sharp left. I keep it going through the rest of the course, stopping in the box with a 26.78. Not bad for a first run. I can do better.

Second run: Goal is to push harder. Goal achieved. 26.09. I remember bouncing on the rev limiter quite a bit in the short chute after the 2nd turn. I figure I need to find third gear for a couple of seconds if there is any chance of going any faster.

Third run: Goal is to hit the 25's. Launch is great. Hitting the marks. Exit the 2nd turn, run to rev limiter. Find third. Hard on brakes. Blip down to second under braking. Hard left. Run through the last few corners in second, tossing the car to the left and right. Balanced. Point and shoot. Go where I want to. Stop box ahead. Jam on brakes. ABS in full fury, stops with all 4 tires in the box. Nose is past the cones. I see a time of 25.34. Instructor tells me I would have been on the podium but I incurred a two second penalty for stopping outside the box. I would have finished 1st out of 100 drivers, but I pushed the limits a couple of feet too far. I should have realized I was going faster and moved my braking point back three to five feet. Oh well. At least I know I might have been fastest of the day.

I did learn the M2 is an amazing tossable car. It reminds me of my E30 M3, but with 175 more horsepower!

Dave Varco



Photo: Lisa Goehring



Photo: Lisa Goehring



Photo: Lisa Goehring



Photo: Lisa Goehring

ULTIMATE Autocross



Photos: Travis Sterne

December 16, 2017

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Our sincerest thanks to BMW of El Cajon for their continued support of our Autocross Program!

SPECIAL AWARDS

Fastest BMW!

Fastest Woman!

Novice 1st Place

RESULTS

G - GOLD CLASS

Mark M.	1990	RF90	83.498
Connor B.	1999	Miata	84.518
Brian G.	2007	Miata	85.895
Rob W.	2017	M2	86.179
Peter E.	2016	M4 ZCP	86.843
Sean T.	1992	Miata	87.996
Austin B.	2010	Viper	89.700
Greg D.	1993	325i	92.692
Lisa G.	1995	M3	92.845
WT W.	2004	Miata	93.127
Nick O.	2016	M3	94.774
Jonathan F.	1995	M3	97.376

LC - LEGACY

Owen N.	1985	325i	96.952
Grayson M.	1998	318ti	97.211
Manny P.	1986	325e	97.635
Grant K.	1997	318ti	98.431
Peter L.	1985	635csi	104.142

MC - MINI

Charles E.	2006	Cooper S	92.867
Ron E.	2005	Cooper S	95.123
Phil L.	2016	Cooper	98.284
Steven R.	2013	Cooper S	101.139

MM - ///M MODIFIED

Steve Y.	1995	M3	88.961
Evan F.	1998	M3	89.353
Jonathan K.	1998	M3	91.466
Ed P.	1997	M3	91.973
Steve P.	1999	M Coupe	92.119
Sal A B.	1997	M3	94.911
Josephine B.	2000	MZ3	96.451
Sal J B.	1997	M3	98.440

MPM - ///M MODIFIED OVER 400 STOCK HP

Rob J.	2013	M3	89.446
Ryan M.	2015	M3	89.632
Bill L.	2015	M3	90.340
Daniel W.	2018	M4	91.503
Mike T.	2015	M3	96.910
Ashley A.	2008	M3	97.695

MPS - ///M STOCK OVER 400 STOCK HP

Stephen H.	2011	M3	90.461
Vinh L.	2015	M3	90.970
Andrew C.	2011	M3	91.970
Jan G.	2015	M3	94.434

MS - ///M STOCK

Shawn F.	2011	1M	88.854
Jack R.	1999	M3	90.615
Tyler J.	2007	Z4M Coupe	92.327
Steve Y.	1995	M3	94.419

NAM - NATURALLY ASPIRATED MODIFIED

Peter O.	2001	330ci	93.665
Joe C.	2002	330i	101.169

NAS - NATURALLY ASPIRATED STOCK

Harry W.	2000	Z3-2.8	94.901
Jason O.	2004	330i	96.243
Ian W.	2005	330i	99.528
Raymond C.	2006	330i	101.094

TM - TURBO MODIFIED

Mikey R.	2011	135i	94.800
Chris R.	2011	135i	94.811
Daryll H.	2007	335i	96.153
Eric W.	2013	335i	96.795

TS - 6/8/12 TURBO STOCK

Paul H.	2014	235i	94.553
Kurt M.	2010	535i	97.723
Cameron S.	2011	335i M Sport	101.399

X - NON-BMW

Julien B.	2017	Exocet	85.644
Carl L.	2006	Miata	86.074
Andreas K.	2006	Exige	86.115
Robert D.	2010	Viper	87.629
Thomas F.	2017	MX5	88.166
Patrick D.	2012	TT	89.903
Nima A.	2017	Miata	89.952
Josh R.	2016	BRZ	90.093
Paul C.	1999	civic	90.186
Mathieu H.	2000	Miata	90.225
Jamie A.	1992	miata	90.231
David R.	2007	Corvette Z06	90.273
Doug M.	2002	RSX-S	90.337
Sauar D.	2013	911	90.510
Ken F.	2017	Exocet	91.336
Russ B.	2016	Exocet	91.443
Andrew H.	1998	Impreza RS	91.596
Alisha W.	2017	911	91.752
Mark W.	2000	Miata	91.800
Rachel M.	1999	Miata	91.828
Fred C.	2017	Miata RF	92.375
Jacey C.	2002	MX-5	92.757
Lori S.	1992	Miata	92.991
Suolong D.	2003	S2000	92.991
Mark M.	2017	MX-5	93.857
Patrick A.	2013	FRS	93.864
Peter C.	2012	GOLF R	94.524
David B.	1975	Dino 308 gt/4	95.966
Justin N.	2012	sti	96.093
Jim A.	2013	FRS	96.179
Bryan S.	1998	civic	96.640
Troy S.	2005	Elise	96.997
Sammy T.	1986	190E	97.428
Zhenyu H.	2016	Camaro	97.952
Stephen P.	2016	Fiesta ST	98.196
Michael B.	2016	Mustang GT	98.223
Jacob D.	1993	Firebird	99.067
Fathom N.	2005	Elise	102.113
Mike J.	1995	Corvette	105.041
Humbert Q.	1994	Miata	113.934



DURING THE LAST AUTOCROSS OF THE year, Gold Class drivers participated in a “Run-Off” against each other. A mystery car was brought to the event, and each Gold Class driver competed for the fastest lap in that car. As you can see, lap times were very close. Congratulations to Rob Walker, winner of the 2017 Gold Class Run-Off!

RUN-OFF RESULTS

Rob W.	103.036
William W.	103.132
Connor B.	103.326
Pete E.	104.811
Andrew S.	105.478
Nick O.	105.561
Lisa G.	106.863



RESOLUTION Autocross



January 13, 2018

Photo: Travis Sterne

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Our sincerest thanks to BMW of El Cajon for their continued support of our Autocross Program!

SPECIAL AWARDS

Fastest BMW!

Fastest Woman!

Novice 1st Place

RESULTS

G - GOLD CLASS

WT W.	2004	Miata	75.577
Rob W.	2017	M2	76.503
Peter E.	2016	M4 ZCP	76.676
Michael K.	2006	NC	78.361
Brandon W.	2012	911	78.624
Dean G.	1993	325i	79.813
Jonathan F.	1995	M3	79.931
Donald A.	2007	Cayman S	80.754
Damon M.	1995	M3	81.705
Mike C.	2000	Z3	81.927
Sean T.	2017	86	84.572

LC - LEGACY

Manny P.	1986	325e	83.059
Grayson M.	1998	318ti	84.112
Grant K.	1997	318ti	85.417
Paul M.	1998	318ti	87.120
Enzo F.	1997	318i	92.671

MC - MINI

Steven R.	2013	Cooper S	87.528
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MM - ///M MODIFIED

Shawn F.	2011	1M	77.376
AJ H.	1999	M3	78.422
Steve P.	1999	M Coupe	80.427
Ed P.	1997	M3	80.523
Ari C.	1997	M3	82.852
Alfred R.	1999	M3	82.895
John A.	1998	M3	84.965

MPM - ///M MODIFIED OVER 400 STOCK HP

Ryan M.	2015	M3	78.198
Rob J.	2013	M3	78.748
Bill L.	2015	M3	79.103
Shawn H.	2011	M3	82.566
Daniel W.	2018	M4	82.665

MPS - ///M STOCK OVER 400 STOCK HP

Jacques B.	2018	M2	78.194
Vinh L.	2015	M3	78.872
Andrew C.	2011	M3	80.497
Stephen H.	2011	M3	80.565
John K.	2016	M4	93.346
Andrew K.	2016	M4	94.414

MS - ///M STOCK

Jack R.	1999	M3	80.942
Sal A B.	1997	M3	82.448
Sal J B.	1997	M3	84.499

NAM - NATURALLY ASPIRATED MODIFIED

Daniel L.	1988	M3	78.440
Simon R.	2004	325Ci	84.332
Austin M.	2011	128i	85.057

NAS - NATURALLY ASPIRATED STOCK

Tyler D.	2006	330i	79.644
Ed D.	2006	330i	80.917
Harry W.	2000	Z3-2.8	84.089
Raymond C.	2006	330i	86.501
Diane C.	2000	Z3	86.506
Santford H.	2008	128i	88.773
Alisa B.	2008	Z4	97.091

TM - TURBO MODIFIED

Scott S.	2012	135i	81.057
Chris R.	2011	135i	82.190
Paul H.	2014	235i	82.252
Mikey R.	2011	135i	82.977
Daryll H.	2007	335i	85.815
Eric W.	2013	335i	86.260
Lars S.	2014	335i	86.544

TS - 6/8/12 TURBO STOCK

Tiffany A.	2015	M235i	80.993
Kurt M.	2010	535i	85.271
Rhett E.	2012	335i	88.707

X - NON-BMW

Andreas K.	2006	Exige	75.490
Scott S.	2005	Elise	76.927
Mathieu H.	2000	Miata	77.014
Robert D.	2010	Viper	77.060
Carl L.	2006	Miata	77.707
Andrew H.	1998	Impreza	78.235
Pelton B.	2015	BRZ	78.575
Russ B.	2016	Exocet	78.888
Patrick D.	2012	TT	78.938
Ken F.	2017	Exocet	79.010
Daniel R.	2007	RX-8	79.207
Murat E.	2005	S2000	79.243
Doug M.	2002	RSX-S	79.325
Paul C.	1999	civic	79.873
Fred C.	2017	Miata RF	79.899
David R.	2007	Corvette Z06	80.016
Suolong D.	2003	S2000	80.602
Bruno S.	2016	86	81.291
Mark B.	2007	RX-8	81.524
Jacey C.	2002	Miata	82.090
Edward F.	2009	Corvette	82.184
Patrick A.	2013	FRS	82.561
Karen C.	2007	RX-8	82.830
Justin E.	1993	Miata	83.897
Jim A.	2013	FRS	83.988
David B.	1975	Dino 308 gt/4	85.320
Phillip Z.	2017	718 Boxster S	86.594
Stephen P.	2016	Fiesta ST	87.097
Mike T.	2016	IS200T	87.270
Lori S.	2017	86	88.088
Anthony W.	2016	GTI	88.686
David L.	2016	V60	91.371
Rick E.	2000	MR2	93.938
Hawk S.	2007	Cayman S	96.715
Whitney R.	1988	RX-7	98.566

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Join us the weekend of June 9-10 for the club's second annual overnight drive! We are going even bigger this year, starting mid-day Saturday on a wonderful drive to Big Bear Lake to stay the night. On Sunday, we'll drive across the Angeles National Forest down to the Petersen Museum for a tour. Watch our website and Facebook page for a registration link soon, which will include hotel information, starting location and times.



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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.*

Fahren Affairs

BMW Car Club of America
San Diego Chapter
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DATED MATERIAL

BEAT THE CLOCK AUTOCROSS



Photo: Rachel Mills

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