



2017 RUG CUNNINGHAM MEMORIAL RUNOFF AUTOCROSS



Photos: Travis Sterne

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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

Greetings San Diego BMW CCA Members! Welcome to September!

It's hard to believe it is already September. It seems just like yesterday it was still winter and we were getting our 2017 events going. Yet here we are already at the end of summer. By the time you read this,

Monterey Car Week will have passed and I'm sure it was awesome (I missed it so you'll have to fill me in) and we will have completed a doubleheader Autocross weekend along with some killer social events put on by our Social Director, Travis Sterne.

But fear not! We still have plenty of cool things coming up. In case you haven't noticed, our BMW CCA National Event, Oktoberfest, was moved to November. The previous date was in July, and if you have ever been to New Orleans in the summer, I'm sure you're relieved this event was moved to the fall. I noticed the first day of the event starts on Halloween. That sounds like too much fun! Oktoberfest AND Halloween in NOLA? I'm seriously considering going out for the first few days. Maybe I'll see you there?

If you missed our doubleheader Autocross in August, we are having another doubleheader event in November. On November 12 we will have a traditional Autocross, but on November 11 we are putting on a Women's Car Control Clinic. This event will cater to women who want to improve their skills to become sharper, better drivers without the pressure of a timed event. Various exercises will help drivers identify understeer and oversteer, practice accident avoidance, emergency lane changes, hard braking and decreasing radius turns. An in-car instructor will coach the driver through each exercise and give immediate feedback for improvement. I've coached a handful of these in the past and there is no better format for one-on-one coaching. I strongly recommend signing up for this one.

I'm looking forward to meeting you at one of our events soon!

Nick Owen

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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

September 3

BIG SoCal Euro
Qualcomm Stadium

September 12

San Diego Chapter - Board Meeting

October 7

Oktoberfest Autocross
Qualcomm Stadium, West Lot

October 10

San Diego Chapter - Board Meeting

October 15

The Ten Month Tour
Rancho San Diego Shopping Center

October 31

48th Annual BMW CCA Oktoberfest
New Orleans, Louisiana

November 11

Women's Car Control Clinic
Qualcomm Stadium, West Lot

November 12

Autocross
Qualcomm Stadium, West Lot

New Club Members

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

Brian Balducci	Bob Goodman	Paul Panteleon
Pelton Barnes	Es Goodman	Javier Ponce
Dan Batkin	Trevor Haag	Timothy Roberts
Andrew Benson	Michael Herrera	Chris Ross
Bradford Boyd	Brandi Herrera	Chad Sage
Lyndon Cacho	Mike Jones	Lisa Sage
Gary Cameron	Peter Kapich	Victor Scalco
Dave Carothers	Koray Kayhan	Harrison Schoeu
Pedro Casil	Konstantin Krapiva	Cameron Schultz
Anthony Cavanaugh	Alan Lewis	Skyler Shea
Apollo Cherniak	Derek Long	Ian Sheres
Peter Clode	Bart Lyon	Alain Stad
Cameron Cole	Ryan McCarthy	Kathi Van Der Werf
Andrew Cronauer	Mark Meyer	Edith Werner
Caleb Dalrymple	Austin Michaud	Daniella Werner
Mike Davis	Sami Misleh	Elizabeth Wilbur
Sean Dynes	Thomas Neville	
Geoffrey Finlay	Henry Newman	

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



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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.



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Upcoming Event

OKTOBERFAST Autocross

Saturday, October 7

Register NOW at sdbmwcca.motorsportreg.com



Bavaria is known for two great things: BMWs and beer! We'll celebrate those BMWs on October 7 in the West Lot of Qualcomm. Show your Bavarian spirit by wearing your dirndl or lederhosen! If you do, you'll get an extra practice run!

You don't need a BMW to enjoy the fun; all marques are welcome at our autocrosses!

The helmet standard requires Snell 2010 or 2015 ratings. Check yours now to be sure it's up to date as rentals are very limited.

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.**
- We do run if it's raining—you'll learn more and your tires will wear less!
- **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.
- 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.

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.



Photo: Travis Sterne

When you arrive:

1. If you registered online, stop at the Gate to show your BMW CCA membership card, sign the waiver, receive your wrist band and receive your Tech Card.
2. If you did not register online, you will receive a numbered card at Gate in order of arrival; take it to the Registration table after you go through Tech. **Walk-up spots are not guaranteed.**
3. Empty all loose items from your car and fill out the participant portion of the Tech Card. Bring your car and Tech Card to the Tech Line. If you pass Tech, you will receive a tech sticker and a run group sticker.
4. Take your Tech Card to Registration. You will receive car numbers to place on your side windows.
5. If you don't have a helmet, you can rent one at the Timing Trailer for \$10.

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 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.

Please note our car classifications as shown below. Make sure that your car class is up-to-date in Motorsport Reg and if you have questions, feel free to email us at sd-autocross@sdbmwcca.com.

LC	ALL BMWs through Model Year 1988; E30s through Model Year 1986; all naturally-aspirated 4-cylinder models-Stock or Modified
NAS	ALL naturally-aspirated, non M BMWs not in Legacy Class-Stock, and i3
NAM	ALL naturally-aspirated, non M BMWs not in Legacy Class-Modified
TS	ALL turbocharged BMWs (4-6-8-12 cyl, gas or diesel)-Stock
TM	ALL turbocharged BMWs (4-6-8-12 cyl, gas or diesel)-Modified
MS	ALL M cars under 400 factory hp-Stock
MM	ALL M cars under 400 factory hp-Modified
MPS	ALL M cars over 400 factory hp-Stock
MPM	ALL M cars over 400 factory hp-Modified
MC	ALL R-class MINI Cooper models (Stock or Modified)
X	ALL non-BMWs, or Austin Mini models
G	ALL Instructors OR experienced drivers who choose Gold Class AND drivers running non-DOT tires (i.e. slicks)

* Classification for specific cars is at the discretion of the Autocross Director

ONLY Alterations Permitted in Stock Classes:

- ANY size wheel and tires. Tires must have DOT treadwear rating of 140 or higher
- ANY shock absorber using stock mounting and ANY suspension bushing material
- ANY air filter or air intake AHEAD OF mass airflow meter
- Non-stock software/firmware is permitted on naturally-aspirated engines only
- ANY brake pad material is allowed with Stock-size brake components
- Catalyst-back exhaust systems and strut tower braces are permitted

ANY other alterations move to Modified Classes, including:

- Tires with DOT treadwear rating under 140
- Non-stock springs, coilover suspensions, non-stock anti-roll bars
- Software/firmware alterations to turbocharged/supercharged engines
- Non-stock mass airflow meters, camshafts, downpipes, removed catalytic converter
- Non-stock-size brake rotors or calipers (stock-size replacements OK in Stock)

Women drivers and Novices are classified based upon the car they are driving. We award a Women's Class trophy to the woman with the fastest time, and two Novice trophies to the two fastest novices. This means women and novices will be eligible for multiple trophies. You are only a novice for the first and second time you autocross, and if you win a novice or class trophy you are no longer a novice.

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

If you have registration questions, contact Jim Patterson at sd-autocross@sdbmwcca.com.

See you at the Q!

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Upcoming Event

The Ten Month Tour

Sunday, October 15

Looking for a great social event for the whole family? Join us Sunday, October 15, 2017 for our next BMW CCA cruise/tour. Participants will be traveling over some familiar roads that will please both driver and car. The route will include scenic roads of El Cajon, Dehesa Valley, Pine Valley, Mount Laguna, Julian, Santa Ysabel and Ramona. This is going to be a fun and outstanding drive, concluding with lunch in Ramona.

WHEN: Sunday, October 15, 2017

Meet at 9:00 AM, depart at 9:45 AM

MEET: Rancho San Diego Shopping Center

Target parking lot

2911 Jamacha Road, El Cajon (near Highway 94)

QUESTIONS: Email sd-events@sdbmwcca.com



Photos: Thejusvi Ganesh



Save the Date

BMW Performance Center

Saturday, January 27, 2018

Plan now for our exciting return to the BMW Performance Center near Palm Springs. We will have an incredible afternoon driving *THEIR* M cars on *THEIR* tires using *THEIR* gas! Open to the first 100 BMW CCA members and guests. \$220 includes lunch and access to all driving events.

Register NOW at sdbmwcca.motorsportreg.com

QUESTIONS: Email sd-events@sdbmwcca.com



Photos: BMW NA



Upcoming Event

WOMEN'S Car Control Clinic

Saturday, November 11

Register NOW at sdbmwcca.motorsportreg.com



Hey Ladies! Join us for our second Women's Car Control Clinic on November 11! 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 course practice, you will learn skills and techniques that will be applicable to real-world driving situations. In the classroom, we'll 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.

*** Want even more? Sign up for the autocross on Sunday, November 12 to practice everything you learned at the Car Control Clinic!**

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 and Q&A
2:00–4:00 pm – Practice Laps

What car can I bring?

All registered, street-legal cars are welcome. Two drivers may share one car, but both drivers must register separately.

Who can register?

Any female with a valid driver's license who is at least 16 years of age. Drivers under the age of 18 must bring a legal guardian to sign the Minor Release Waiver. BMW CCA membership is not a requirement.

What is the cost?

\$60 which includes muffins and coffee in the morning and a catered lunch in the afternoon. Sign up for this event AND the regular autocross on Nov 12 and save \$10!

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?

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



Upcoming Event

THANKFUL DAYS Autocross

Sunday, November 12

Register NOW at sdbmwcca.motorsportreg.com



On this Veterans Day weekend and as we approach the holidays, let's take a moment to be thankful for all that we have in life: heroic military members who selflessly serve our country, wonderful family and friends, San Diego with its amazing weather, our BMW CCA and its fun programs and fabulous members, BMW of El Cajon for their support of our autocross events, and, of course, the parking lots at Qualcomm Stadium. We'll be thanking our servicemen and women by offering a **discount registration on Sunday's autocross for all active duty, veterans, reservists, Guard AND spouses.** And we'll be showing our thanks to the parking lots by decorating them with our tires! **We'll be back on Standard Time and limited to 80 participants, so register early. You don't need a BMW to enjoy the fun; all marques are welcome!**



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2017 RUG CUNNINGHAM MEMORIAL RUNOFF AUTOCROSS



Photos: Travis Sterne

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Fastest Woman!

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RESULTS

G - GOLD CLASS

Mark M.	1990	RF90	73.039
Rod L.	1995	Miata	73.359
Brian G.	2017	124	74.433
Bloum C.	1994	Miata	74.798
William W.	2004	Miata	75.519
Andrew S.	2003	S2000	75.745
Peter E.	2016	F82 M4 ZCP	77.445
Nick O.	2016	M3	77.684
Mark F.	1998	M3	78.190
Anish P.	2005	S2000	78.213
Neil D.	1984	318i	78.510
Sean T.	1992	Miata	78.990
Greg D.	1996	328i	79.058
Sean S.	1992	525i	79.716
Satakai K.	1993	325i	80.939
Donald A.	1990	911	81.007
Lisa G.	1995	M3	81.380
Rob W.	1993	325i	82.472

LC - LEGACY

Ryan B.	1985	327is	85.486
Kris K.	1993	318is	88.493
Grant K.	1997	318ti	89.800
Estephan M.	1992	318i	89.935
Austin M.	1991	318is	91.300
Robert M.	1992	318i	92.686
Chris V.	1991	318is	92.748
Alisa B.	1993	318is	117.430

MM - ///M MODIFIED

Evan F.	1998	M3	77.354
Gil L.	1996	M3	78.912
Stephen Y.	1998	M3	79.849
Daniel L.	1988	M3	81.186
Sal A B.	1997	M3	81.797
AJ Y.	1999	M3	82.437
Richard L.	1997	M3	83.022
Alfred R.	1999	M3	84.268
Sal J B.	1997	M3	84.478
Bill E.	2003	M3	91.066
Jon L.	1997	M3	92.086

MPM - ///M MODIFIED OVER 400 STOCK HP

Ludovico V.	2016	318i	78.417
Ryan M.	2015	M3	79.003
Rob J.	2013	M3	79.101
Cesar C.	2016	M4	80.149

MPS - ///M STOCK OVER 400 STOCK HP

Vinh L.	2015	M3	80.566
Michael A.	2013	M3	85.208

MS - ///M STOCK

Greg U.	2016	M2	75.326
Shawn F.	2011	1M	76.244
Murat E.	2017	M2	79.984
Jack R.	1999	M3	80.981
Alex K.	2004	M3	81.140
Ali G.	2017	M2	82.095
Jon A.	1988	M3	84.517
Tyler J.	2007	Z4 M Coupe	84.535
Benjamin P.	2002	M ROADSTER	84.625
Victoria J.	2002	M ROADSTER	87.529

NAM - NATURALLY ASPIRATED MODIFIED

Alpesh K.	2005	330ci	79.156
Ryan K.	2001	330cl	79.670
Ramze B.	1990	325is	81.385
Jason W.	1996	328	81.683
Chris K.	2006	330i	81.720
Zach F.	1988	325	84.912
Malcolm H.	2009	328i	85.393
Vu P.	2006	330i	87.561
Michael D.	2004	330i	89.988

NAS - NATURALLY ASPIRATED STOCK

Harry W.	2000	Z3-2.8	82.815
Konstanin K.	1901	530i	85.896
Jeff A.	2006	325i	86.729
Cameron S.	1992	525	94.096

TM - TURBO MODIFIED

Roberto R.	2012	335is	81.633
Greg A.	2011	135i	83.490
Andreas H.	2011	Z4	84.978
Lars S.	2014	335i	91.445

MC - MINI

Charles E.	2006	Cooper S	80.393
DHL L.	2016	Cooper JCW	88.950

TS - 6/8/12 TURBO STOCK

Tiffany A.	2015	M235i	79.571
Paul H.	2014	235i	80.782
John B.	2013	135i	80.956
Neelu Y.	2016	M235i	84.488
Kurt M.	2010	535i	85.489
Leo L.	2013	328i	87.566
Carley A.	2010	335d	87.661

X - NON-BMW

Austin B.	2010	Viper ALR	73.401
Andreas K.	2006	Exige	74.720
Robert D.	2009	Corvette Z06	74.810
Julien B.	2015	Catfish	76.360
Scott M.	2012	Mustang	76.614
Robert J.	2012	MX-5	77.115
Bradford B.	2005	Evolution	77.468
Mike B.	2016	Mustang	77.765
Mike A.	2015	GT3	77.958
Patrick D.	2012	TT	78.016
Keith L.	2015	Corvette Z51	78.153
David R.	2007	Corvette Z06	78.428
Alain S.	2016	GT3RS	78.538
Paul C.	1999	Civic	79.176
Rachel M.	1994	Miata	79.537
Eiman R.	2017	GOLF R	79.548
Brian B.	1993	Miata	79.981
Andrew B.	2007	S2000	80.563
Scott S.	2007	S2000	80.906
Luis R.	2006	Exige	82.336
Nader E.	2011	MX5	82.407
Josh R.	2016	BRZ	82.476
Dylan C.	1990	Miata	85.062
Eric A.	2012	Cayman R	85.479
Peter K.	2008	Corvette	87.898
Xavier R.	2009	Jabbit POS	89.976
Alex K.	2008	Corvette	90.301
Zhenyu H.	2016	Camaro	90.307
Mark B.	2009	xD	91.713
Alan L.	2011	MX5	91.762
Karen C.	2009	xD	92.354
John S.	2009	Rabbit	94.322



Each year at the Rug Cunningham Memorial Runoff Autocross, the fastest driver in each car class earns the right to compete head-to-head in a mystery car. Turn the page to see this year's winner!

One Last Spin for the Old Exec Car



Photos: Travis Sterne

ON JUNE 18, WE HELD OUR TENTH ANNUAL Rug Cunningham Memorial Runoff Autocross. This event honors the memory of a man who was a very influential member of our San Diego BMW CCA Chapter, our local community and the BMW community. Rug's influence was born of his lifelong passion for cars. He was an avid collector, racer and genuine enthusiast of performance cars, especially those carrying the BMW marque. His racing career ranged from SCCA events, where he was a five-time regional champion to racing vintage cars like his famous #988 CSL—a car built by BMW Motorsport for IMSA Racing and driven by the likes of Sam Posey and Hans Joachim Stuck.

Rug and his father, Allen, opened Cunningham BMW in 1975 which is now BMW of El Cajon. From all accounts, Rug was an exceptional car dealer; he didn't sell over sticker, he wouldn't sell

you things you didn't need, and he worked hard to earn your repeat business. Rug influenced the BMW community well beyond his dealership. He recognized the market in the United States for several BMW models that had not been released here. One of those models—the E36 M3—is regarded as one of the best track cars ever built and is a favorite with our autocrossers.

At our autocrosses, we see everything from the coveted E36 M3 to the brand new F82 M4 to lots and lots of Miatas. When you have so many different makes and models with varying specs, how can you actually say who is the fastest driver? The guy in the F82 M4 might beat the girl in the '94 Miata, but does that necessarily mean he's the faster driver? This event gives us the unique opportunity to pit driver against driver in the same car. We take the first-place finishers from each of the twelve car classes and

put them behind the wheel of the same car for two laps. To take things a step further, we pick a car that will be equally unfamiliar to each driver and we do not reveal the car until the first-place finishers are announced. This year's Runoff Car was loaned to us from Autobahn Dismantling, who sent over a former executive's car—an automatic E39 530—complete with an anarchy flag flying through the sunroof.

Our class winners, who drove like champions and earned themselves a spot in the Runoff Exec Car, were Ryan Bledsoe (LC), Charles Engen (MC), Evan Ford (MM), Ludovico Verducci (MPM), Vinh Ly (MPS), Greg Uhler (MS), Alpesh Khana (NAM), Harry Weiss (NAS), Roberto Rimini (TM), Tiffany Avitt (TS), Mark Mervich (G) and Austin Barnes (X). Our drivers had a blast driving the Runoff Exec Car, but they were not without commentary; we heard things like, "It seems so big driving it on course" and "Dude. That's a big car." Most drivers had no idea how well they performed; it seems that the weight and size of the 530 really threw them for a loop. But there

was one driver who didn't seem to be fazed by the 530 as he took first place by over 6/10's of a second. That driver was... Ludovico Verducci!

A few days after the event, Ludovico reached out to ask about the fate of the 530 saying, "That car wasn't bad at all. [...] Is it truly destined for the scrap yard? Is it possible to purchase it?" It is unknown to this author whether Ludovico wanted the 530 as a project car or a trophy, but one thing is clear, regardless of the car he's driving, Ludovico has figured out how to be fast. Congrats to all of our class winners and our champion!

Kim Schwarz

RUNOFF RESULTS

1. Ludovico V.	86.421	7. Ryan B.	92.482
2. Austin B.	87.048	8. Mark M.	92.569
3. Greg U.	87.324	9. Harry W.	92.950
4. Alpesh K.	88.999	10. Tiffany A.	92.951
5. Vinh L.	91.938	11. Charles E.	93.642
6. Evan F.	92.344	12. Roberto R.	93.653



Getting Over the Hump at Buttonwillow



Photo: CaliPhotography

HI, MY NAME IS SATAKAL. WHILE I MAY NOT be an alcoholic, I'm probably a junkie of some sort. I'd like to confess, from the get-go, that I think I'm fast and sometimes (all the time?) I carry a measurable ego.

The other weekend, me and two instructor buddies were shaking down our future Lemons car at Buttonwillow. The test-day ended with me having fastest lap among the three of us. We all expected that outcome. I've got the most seat time, been doing this the longest, clean up at Miramar Speed Circuit, have wheel-to-wheel experience, and I'm usually instantly comfortable with an unfamiliar car and track. I like to think of myself epitomizing the Chris Boyer cliché of "when the green flag drops, the bull stops."

That night, over BBQ and beers, I got the sense that one of my guys was feeling bummed with his behind-the-wheel performance that day. The margin between his best lap and the other guys was enough to trigger thoughts of disappointment. That registered with me. I know the feeling. I hate that feeling.

The next day, I tricked my buddy into driving in the NASA equivalent of A-group while I did other things at the track. I thought that after some food, rest, and relaxing the reins on his imagination, he'd be able to perform more to his expectations/satisfaction. Holy cow, was I right. In his first session of day two, he cleared my best lap by a full two seconds. Also, when reviewing the AIM Solo data, he had traffic in that fast lap. What vindication!

If I had to wrap this up with a moral, I've got a few. Not everyone learns at the same pace. Not everyone learns the same way. Riding passenger at speed is somewhere between 50% and 80% as educational as if you were driving those laps yourself. One day events are dumb; a HPDE type environment must be at least two days for maximum driver growth. The driving skillset is incredibly difficult and bigly rewarding when executed well. Managing human emotion and mental state is of similar importance to managing tire pressures and coolant temps.

Satakal Khalsa



Photo: CaliPhotography



Photo: Neil Daly



Photo: CaliPhotography

HI, MY NAME IS ROB. I'M THE INSTRUCTOR

buddy to whom Satakal refers to in this article. I also like to think I'm fast, and I'm always measuring myself against people I know to be faster than I am. This personality quirk—this competitive streak—keeps me striving to be a better driver. But it can be destructive if not managed.

Friday at dinner I was really bummed about my times vs. the other guys, and I was doing a poor job hiding it. My rational self was telling me they had more experience, more laps at this track, they're just faster, etc., but my ego wouldn't listen to reason. It stayed bruised, and I sat brooding. When Satakal suggested I sign up to run Saturday, I was very hesitant. Frankly, I was scared. I'd never run with NASA nor had I ever run in an open passing, "no point-bys necessary, but please don't steal anybody's apex" group. I also had my "slow" times from Friday hanging over my head. What if I didn't improve? I set very low expectations for the day when signing up. I needn't have worried: it was amazing.

There's nothing like a good night's rest after a day on track to assimilate what you've learned. This opportunity is something that a one day event can't offer. I was immediately comfortable with the course, so I could focus more of my attention on the new environment. Once over that not inconsiderable hump, I returned my focus to my driving, which improved tremendously over the course of the day. I also had a ton of fun.

Saturday was one of my best days on track ever, and it wouldn't have happened without three things: Friday's passenger seat time, getting over myself, and my friend Satakal's support. In the future, I'll try to remind myself that to be a better driver, I can't let my ego get in the way of getting more seat time.

If my co-drivers had gotten back in the car Saturday like I did, I'm sure they would have found more speed, too. But they didn't ;)

Rob Walker

SUMMER FUN Autocross



Photos: Travis Sterne

July 22, 2017

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RESULTS

G - GOLD CLASS

Mark M.	1990	RF90	94.600
Dan H.	2016	MX-5	95.111
Brian G.	2017	Miata	95.531
Emilio C.	2017	GT350	97.324
William W.	2004	Miata	98.068
Rod L.	1995	Miata	99.882
Peter E.	2016	M4 Coupe	100.985
Satakak K.	2000	323i	104.027
Tim S.	2015	M235i	105.133
Lisa G.	1995	M3	106.214
Randall H.	2012	128i	110.848

LC - LEGACY

Todd S.	1995	318ti	104.447
Theodore S.	1995	318ti	104.549
Aryana Z.	1992	318is	112.367
Owen N.	1985	325e	112.567
Grant K.	1997	318ti	116.213
Carley A.	1992	318is	116.743

MM - ///M MODIFIED

Jason B.	2006	M3	101.324
Jonathan K.	1998	M3	102.107
Zidong J.	2002	M3	103.739
Steve P.	1999	M Coupe	104.497
Charles E.	2004	E46 M3	106.559
Sal A B.	1997	M3	106.808
John A.	1995	M3	106.828
Sal J B.	1997	M3	108.131
James G.	1995	M3	109.189

MPM - ///M MODIFIED OVER 400 STOCK HP

Ludovico V.	2016	M4 Coupe	100.966
Ryan M.	2015	M3	102.660
Tom F.	2016	M4 Coupe	105.062
Ashley A.	2008	M3	108.158

MS - ///M STOCK

Greg U.	2016	M2	97.553
Shawn F.	2011	1M	97.750
Murat E.	2017	M2	98.424
Jack R.	1999	M3	104.241
Tyler J.	2007	Z4 M Coupe	108.181
Koray K.	2003	M3	108.257
Ari C.	1997	M3	109.249
Mort M.	1996	M3	117.052
Ethan B.	1999	M3	121.679



MPS - ///M STOCK OVER 400 STOCK HP

Jan G.	2015	M3	103.396
Vinh L.	2015	M3	105.516
Jordan M.	2001	M5	108.652

NAM - NATURALLY ASPIRATED MODIFIED

Ryan K.	2001	330ci	103.650
Chris K.	2006	330i	104.475
Peter O.	2001	330ci	105.605
Michael D.	2004	330i	112.085
Kyler S.	1987	325is	113.122
Ronnie S.	1988	325is	122.502

NAS - NATURALLY ASPIRATED STOCK

Harry W.	2000	Z3	103.944
Tyler D.	2006	330i	105.127
Brett C.	2006	650i	106.427
Tom W.	2001	325it	111.349
Alexander H.	2012	128i	120.467

TM - TURBO MODIFIED

Scott S.	2012	135i	102.412
Chris R.	2011	135i	106.883
Garland M.	2007	335i	108.401
Mikey R.	2011	135i	111.310
Ryan M.	2014	550i	111.935

TS - 6/8/12 TURBO STOCK

Paul H.	2014	235i	103.015
Kurt M.	2010	535i	112.356
Brandi H.	2015	228i	115.539

X - NON-BMW

Ken M.	2016	MX-5	95.865
Julien B.	2015	Catfish	97.165
Robert D.	2010	Viper	97.834
Robert J.	2012	MX-5	98.131
Scott S.	2005	Elise	98.655
Andreas K.	2006	Exige	98.725
Carl L.	2006	Miata	99.375
David R.	2007	Corvette Z06	99.473
Michael B.	2016	Mustang GT	100.270
Sean D.	1981	308	102.019
Jacey C.	2002	MX-5	102.312
Alan L.	2007	RX-8	102.397
Fred C.	2017	Miata RF	102.715
Andrew H.	1998	Impreza	104.025
Daniel R.	2007	RX-8	104.211
Mathieu H.	2000	Miata	104.498
Paul C.	2007	350Z	104.646
Pelton B.	2015	BRZ	105.235
Alisha W.	2017	911	105.764
Nader E.	2011	Miata	107.267
Zhenyu H.	2016	Camaro	108.406
Doug M.	1993	Miata	108.439
Peter C.	2012	Golf R	108.577
Trevor H.	2003	Protege 5	109.017
Mike J.	1995	Corvette	111.345
Brian Y.	2016	Cayman	111.834
Jasmine E.	2011	Miata	111.918
Caleb D.	2007	350Z	112.364
Hank Y.	2001	S2000	112.429
Kathi V.	2017	124 Spider	112.513
Matthew W.	2018	LC500	113.255
David B.	1975	Dino 308 gt/4	115.075
Wes J.	1995	Corvette	117.113



Resurrecting an E30: Part I



Photos: Alexander Tock

INTRODUCTION

The E30 was the first BMW I fell in love with. This was long after memories of metallic green on beige (okay, Oxford Green on Parchment) E34s were engrained within my conscious after spending untold amounts of time in the back of various friends' parents' and real estate agents' cars in the 1990s when I was a child. It would take roughly another decade before the full addiction would take hold, but as many members of this club will know, the seeds of my passion were sewn in fertile soil.

Before we dive into the minutia, a bit of background is necessary. Though I'm no Hack Mechanic, I've been lucky enough to own several BMWs over my life thus far, and I have no intention of slowing down. Of the various E28s, E46s, E82s, Jeeps and single Audi, the majority of the cars I've owned have been past their prime. But, along with the satisfaction of fixing something broken to a higher standard, the few gems I've stumbled upon have given me just enough

encouragement to keep the flame burning.

So where do we start? Well as the title states, I'm currently working on a 1985 325e 5-speed coupe that I picked up in May. I purchased the car for less than \$1,500 with expired registration, but also a small stack of records that included a receipt for a timing belt job done by a BMW dealership in the east Bay Area just a few years prior. Running and driving condition with a mostly straight body and the major maintenance item already taken care of was good enough for me. The rest I could figure out as time passed. What else are projects for anyway?

In the coming months, I'll be recounting my experience here to share with my local San Diego Chapter club members. For this installment, we'll cover the chain of events surrounding the exhaust and smogging process, and next time I'll go over the vehicle history report.

EXHAUST AND SMOGGING

A little background on the 325e: the first E30s the US received were the 318i and 325e. The 318i was powered by BMW's M10 OHC, 8-valve 4-cylinder, which produced just over 100 HP and nearly identical torque in Bosch fuel injected, B18 form. The 325e was offered as a step up, and produced 121 HP and 177 lb. ft. of torque from its unique M20B27 eta straight-six. Though the design is similar to the M20B25 OHC, 12-valve straight-six of the 325i (which became available in the US a few years later), the B27 redlines low, around 5,000 RPM and was designed for efficiency and low revolutionary resistance. Often overshadowed by the higher revving B25 engine and the DOHC M42 of the later, plastic bumper 318i, the B27 produces solid torque that hits at low RPM, making the 325e a fun driver.

As I mentioned, I bought the 325e with expired registration. As soon as I turned the key to fire-up the M20B27 for an initial test drive, it was clear why the car had past-due tags. Its leaking exhaust would be grounds for an automatic failure if I, or the previous owner, had chosen to bring it in for an emissions test. For people living in California, I don't have to explain the stress and anxiety surrounding smog, but lets just say I had a good gut feeling about getting this E30 legally registered again.

The first step was obtaining a Temporary Operating Permit, or TOP. You may not know the acronym, but I can almost guarantee you've seen a vehicle with a square maroon piece of paper with the number of an upcoming month placarded in the rear window. The purpose of this is to allow the owner to legally drive the vehicle while preparing for registration and smog, or something of the like.

After 30 minutes at my local AAA office, I walked out with a stack of stapled paperwork and a TOP valid until the beginning of July. I could now legally operate the 325e while getting the exhaust and other issues sorted for smog and formal registration.

Between the time I visually inspected the rusted and worn exhaust and making the decision to purchase, I did a bit of research on how I could tackle the project. From what I could see via getting on my hands and knees and peering underneath, it looked like the muffler and resonator were both leaking, with gobs of JB-Weld and who knows what else smeared over various areas. The vehicle produced a throaty note and a nice burble that I could control with the gas pedal, but the ambient idle noise wasn't a good one. The car sounded old and tired, which is actually pretty fair assessment of condition as a whole.

In doing some research for a replacement system, I found that the genuine BMW part ranged in price from around \$550 to over \$800; a hard pass, there was no way I was going to spend 25 to 50% of the car's purchase price on a stock cat-back. With continued browsing and a bit of hunting around, I found other options from Walker (generic), Bosal, which I viewed as slightly better, and finally Ansa, you know, the same name that 2002 and Alfa guys have been using for decades. I found one for just over \$150 shipped, had one of my preferred vendors price-match and drop-ship it to me.

Sadly the first unit was packaged poorly and arrived damaged, but just a few business days later a replacement remedied the situation.

Before jumping the gun, I forwarded a PDF scan of the car's most recent smog test, performed in



2014, to Chris Keefer of Independent Motorcars for his seasoned advice. Essentially I wanted to know whether I could try to get away without replacing the catalytic converter. I didn't want to have the new exhaust installed, only have to go back and hack things up again for a fresh cat.

The results were roughly what I expected. The smog report wasn't a good one. Although it wasn't on the verge of failure, it was close, and by now it was likely to be beyond allowable limits. Back to research I went. Within a few days, I'd located what seemed like a good fit: a generic (or off the shelf?) Walker Calcat, part number 80827 -- Fully CARB legal for my application, and a five-year warranty. This wouldn't be the first non-genuine BMW cat I bought, so while I was well aware of the possibility it would only be good for a single smog test, I couldn't argue with the price of \$100 shipped.

A short time later, I had the fresh catalytic converter and exhaust cat-back in my possession. I chose a local exhaust shop with decades of experience to do the cutting and welding, and then drove over to see Chris at Independent Motorcars to have the Ansa system installed—I've done exhaust installations before and didn't want to break out my grinder for

the seized hardware on this car. Chris made short work of the installation, and I jetted off to a smog station the next day. It was a tense 15 minutes, but the emissions test results came back successful. I made one final stop at AAA, and walked out with a fresh registration sticker and card not long after.

CONCLUSION

So my E30 is now fully legal to operate on America's roadways, the ungainly TOP has been removed from my rear window, and my plate now has fresh stickers telling the world she's ready to be driven. The throaty exhaust note from the leaking resonator and muffler is gone, now replaced with a tamer and far less sporty tone. I did briefly considered Ansa's sport system, but the dual pipes would have meant more cutting and welding. Although it was still cheap, at twice the price of the replacement system, these things do begin to add up. Plus, I like the factory look of the single dump pipe that I have now.

That's it for this issue. I hope you've enjoyed reading this first installment. I welcome my readers to tune in next issue when I dive into the forensic process of the vehicle's history and what I discovered.

Alexander Tock



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