

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



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Fahren Affairs

The Official Newsletter of the San Diego Chapter, BMW CCA



'02 to 0'fest

Photo: Jonathan King



Miles of Smiles at the Car Control Clinic

Photo: Chris Keefer



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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

The summer season is coming to an end (I'm *beyond* ready for some cooler weather!) and hopefully, many of you had a chance to get out on the road for a fun summer vacation. Although we already live in a premium vacation destination, it's nice to set the Nav for unexplored territory and experience some tarmac in our Ultimate Driving Machines.

So, when this year's BMW CCA Oktoberfest event was booked for Pittsburgh, PA, I wondered... *Would I really want to drive all that way?* It did provide a great opportunity to see some areas of the Northeast and Midwest that I hadn't been to, drive an intriguing new track, see the much praised Pittsburgh Vintage Grand Prix, visit the bucket-list item that is Frank Lloyd Wright's Fallingwater, and—of course—enjoy all the fun activities and great CCA members that are drawn to O'fest every year from all over the country. Another incentive was that the format of Oktoberfest is due to be scaled down in the next few years, which may make a cross-country trek much less likely.

So, I drove—all 6,747 miles of a mega road trip through 16 states; 24 days traversing this amazing country, wonderful events, food, river cruises, race spectating, car shows, historic sites, national parks, some downtime with family and good friends, and a lot of quality time with my M2! I was ready for a vacation from my vacation when I got home!

Having said that, next year's CCA Oktoberfest will qualify as a not-to-be-missed event. It marks the 50th anniversary of the Club, and the celebration is on CCA's home turf in South Carolina, alongside the BMW CCA Foundation, BMW Spartanburg Factory, and BMW Performance Center East. Make a commitment now to attend this historic event in October of 2019!

If a local backcountry drive is a bit more your speed, we're looking forward to more of them and want to thank Matt Gage for stepping up to volunteer to organize more driving tours in the future. Previous board member Jim Lloyd did it for a number of years, and I want to acknowledge and thank him for all the time and effort he put into giving us many terrific drives. They continue to attract many new faces and we plan to keep that tradition going.

If you have ideas for other events from the Chapter, share them with any of our Board Members, email us at info@sdbmwcca.com, or reach me at sd-president@sdbmwcca.com. We look forward to hearing from you!

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 10th of even months.

Calendar

September 2

SoCal Euro
SDCCU Stadium, West Lot
www.big-euro.com

September 9

Autocross
SDCCU Stadium, West Lot

September 11

San Diego Chapter - Board Meeting

October 9

San Diego Chapter - Board Meeting

October 13

Autocross
SDCCU Stadium, West Lot

November 3

Women's Car Control Clinic
SDCCU Stadium, Southeast Lot

November 13

San Diego Chapter - Board Meeting

December 11

San Diego Chapter - Board Meeting

December 15

Autocross
SDCCU Stadium, West Lot

January 12

Autocross
SDCCU Stadium, West Lot

New Club Members

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

Tim Ascough	Jeffrey Haught	Karl Niedermeyer
Ymar Ascough	Joel Howard	Gil Ofina
Navid Asgharzadeh	Carl Hull	Lynn Okuma
Rich Caldwell	James Irwin	Alexei Piliguzov
Gerald Cartier	Cofi Jackson	Michael Ross
Eugene Cunningham	Glenn Janes	Cyrus Shabrang
Ronald Drake	Martin Kelinsky	Erik Sherman
Andrew Eckblad	Graciela Kelinsky	Joseph Silva
Mark Flemon	Sharon Lesnik	Marcanne Smith
James Flora	Jeremy Macedo	Marcus Speckhahn
Vivian Fung	George Makarenko	Wes Walz
Elizabeth Gleeson	Andre McCollough	Brett Williams
Thomas Guzman	John McIntyre	Michael Wood
Sam Hahn	Dave New	Yan Yaroshevsky

Social Media

Chapter Website:

sdbmwcca.com

 Find us on
Facebook
@SanDiegoBMWCCA

 **Instagram**
@sdbmwcca

 @SDBMWCCA

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?

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

Local Membership Discounts

The following advertisers offer a discount to BMW CCA members.

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BMW of Murrieta	Special BMW Car Club pricing
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Oceanside Motorsports	Complimentary detail upgrade

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To place a Commercial Ad, please contact advertising@sdbmwcca.com

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Full Page, Inside Front Cover	7.5" x 10.0"	\$425	\$2,125
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Full Page, Internal	7.5" x 10.0"	\$320	\$1,600
Half Page, Inside Cover(s)	7.5" x 5.0"	\$280	\$1,400
Half page, internal	7.5" x 5.0"	\$240	\$1,200
Third page, internal	7.5" x 3.5"	\$120	\$600
Quarter page, internal	3.5" x 5.0"	\$100	\$500
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Upcoming Event

SUMMER FUN Autocross

Sunday, September 9

Register NOW at sdbmwcca.motorsportreg.com



It's time to celebrate Summer! Savor the smells from the grill with the smell of hot brakes. Enjoy the sights and sounds of screeching tires. That's how we celebrate summer. If that sounds like your kind of fun, then join in SDCCU Stadium's West Lot on Sunday, September 9! **You don't need a BMW to enjoy the fun; all marques are welcome at our autocrosses!**

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 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.



Photo: Travis Sterne

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720 El Cajon Blvd, El Cajon, CA 92020

Upcoming Event

WOMEN'S Car Control Clinic

Saturday, November 3

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 full course practice, you will learn skills and techniques that will be applicable to real-world driving situations. Our classroom instructor will discuss proper hand, mirror and seating positions, looking ahead, cornering techniques, oversteer and understeer, accident avoidance and much more. Our experienced driving instructors will help you master the car control exercises which include a simulated emergency lane change, slalom, decreasing-radius corner, and threshold braking. In the afternoon, you be able to do all the exercises in succession in one long course.

**This clinic is geared toward drivers who have not had prior performance-driving experience.*

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?

Any female with a valid driver's license who is 16 or older. Drivers under the age of 18 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.

What is the cost?

\$60 which includes muffins and coffee in the morning, a catered lunch in the afternoon and a \$10 credit toward your first regular autocross.

How do I sign up?

Register online at sdbmwcca.motorsportreg.com. You'll need to create an MSR account if you don't already have one.

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

Will my insurance be valid?

Check with your carrier to see if you are covered for this event.

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.

What shouldn't I bring?

When you arrive, you will need to empty your car. Limit valuables to a small purse or wallet that fits in your glove box.

I have more questions. Who do I ask?

Email Kim at autocross-director@sdbmwcca.com



Upcoming Event

Autocross Dates for 2018

Drivers get ready... Get set... Mark your calendars! Here are the remaining Autocross dates for 2018 and early 2019. Also, if the rumors are true, we may have access to the stadium parking lot for another year or two. Stay tuned!

September 9	Autocross, West Lot	NEW DATE!
October 13	Autocross, West Lot	
November 3	Women's Car Control Clinic	NEW DATE!
December 15	Autocross, West Lot	
January 12	Autocross, West Lot	

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Upcoming Event

BMW Performance Center

Saturday, January 26

Registration opens September 10 at sdbmwcca.motorsportreg.com



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Photos: Lisa Goehring

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AUTOCROSS Practice & CAR CONTROL Clinic



Photo: Chris Keefer

ON SATURDAY, JULY 14, OUR CHAPTER hosted tandem events in the SDCCU Stadium West lot: an advanced Autocross Practice and our popular Car Control Clinic (CCC). We split the West lot into two parts: in the morning, our more experienced autocrossers ran laps on a slightly shorter-than-usual autocross course, while CCC participants had classroom and in-car exercises comprised of threshold braking, decreasing radius turn, slalom and emergency lane change. In the afternoon, the CCC folks moved over to the autocross course where they put together everything they'd learned in continuous laps. CCC participants were also invited to ride along in instructor cars on a hot lap—an eye-opening experience for many!

The beauty of the format of the day is that the autocrossers get a whole lot of laps, providing invaluable seat time in a compressed format, while CCC folks get a solid foundation in the morning and an opportunity to “put it all together” in the afternoon.

There were a lot of smiles and a lot of really tired tires by the end of the day. Everybody had a great time.

We are a volunteer organization! The Autocross Practice / CCC day requires a lot of manpower to pull off, from staff, to instructors, to coaches, and folks willing to help out. This year was a great showing for our volunteers and the club needs more of the same to ensure successful events in the future.

Rob Walker



Photo: Chris Keefer



Photo: BAM Photography Studios



Photo: Chris Keefer



Photo: BAM Photography Studios



Photo: Chris Keefer



Photo: Chris Keefer



Photo: Chris Keefer



Photo: BAM Photography Studios



Photo: BAM Photography Studios

OVERNIGHT DRIVE

Big Bear • Petersen Museum



Photo: Dan Tackett

IN EARLY JUNE, THE CLUB HOSTED ITS

second overnight drive. It was a wonderful gathering with great people that wanted to spend some extra-long hours on some of the fantastic roads around Southern California. Although most of the cars were built in this millennium, we did have a few classics make the trip and one car held true to the phrase, 'it's way more fun to make a slow car go fast.' Kaelin and his classic 2002 touring, that makes you want to get a tetanus shot just from looking at it, made it from start to finish, going hundreds of miles up and down elevation and powering through the long winding curves high above the city. Kudos to him for reminding us that every car can be fun regardless of the amount of rust.

We started the trip at BMW of Escondido, where for the second year in a row, they provided an amazing starting venue, including lunch to send us on our way. From there we climbed a sunny and clear Palomar Mountain, dropped into Warner Springs, went out through Anza, climbed again into Mountain Center and Idyllwild, descended into Banning, and finally started the ascent to Big Bear.

This was, in my opinion, the best part of the trip. State route 38 is the back way into Big Bear and for almost the entire road, the convoy kept a steady, spirited speed. And with no traffic, we kept moving at that rate for miles and miles on long sweepers and good straights, surrounded by tall pine trees, undeveloped land and just the sounds of our cars. Especially Tom. Tom made sure we all heard his exhaust. It was a good exhaust sound too.

There is always an opportunity to learn and improve the next trip. This year was the dinner Saturday night. The restaurant that I chose for the night ended up being closed for the season. And after going through a few places to see who could accommodate a large party, I booked a place for a party of 16. Next, I only had the phone numbers for most of the people on the trip, and even though I gave out my phone number on the directions, I didn't have a good way to communicate to everyone else where we were. However, we did get the majority of people to meet for dinner, and then we walked around the main village and found ice cream. Not a bad way to end the day.



Photo: Matt Gage



Photo: Matt Gage



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The next morning we met at the Alpine Slide parking lot—a huge lot we had all to ourselves. After lining up and taking pictures, including some aerial drone footage, we started the trip west towards Angeles Crest Highway and the Petersen Museum. For those who haven't driven on Angeles Crest Highway, or CA Highway 2, you are missing out. I've never driven it before, and I've never driven a road like it. For 58 miles, the road is cut into the side of mountains. Sometimes there are guard rails, sometimes there are not. Between the overhang of the trees, small stone structures or walls built into the side of the hills, and tiny wildlife darting out into the road, there's so much to see. Your eyes want to stray and look at views that you just don't get in San Diego, but the road never stays straight, and your lust of living and not crashing is deemed more important than looking at what might have been a bear.

Towards the end of this road, the traffic starts to pick up as the last few miles are a popular loop for locals to drive up, turn around and return down to LA. We are also reminded that motorcyclists get the same pleasure out of spirited driving that we do, however their consequences for bad/wrong/poor decisions are amplified. It is all too common to see helicopters coming to the aid of those riders. A few miles later we were out of the mountains and into the world-renowned traffic of Los Angeles, headed towards the Petersen.

Overall, it was a great trip. I like to sell this event as "if you enjoy our chapter's morning cruises, but want it to last another 26 hours, then do I have the drive for you." If you can spare the time next year, please join us as we venture out again to the roads less traveled. See you on the open road.

Jonathan King



Photo: Greg Uhler



Photo: Matt Gage

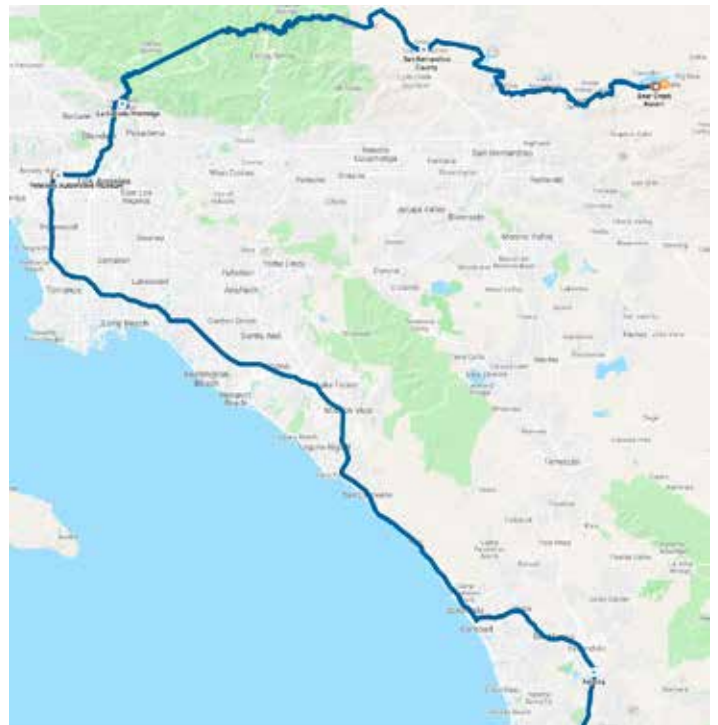


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Photos this page: Matt Gage



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'02 to O'fest



Photos: Jonathan King

I REALLY AM A GLUTTON FOR PUNISHMENT.

There is no better way to describe what I did. Who in their right mind drives a freshly restored BMW 2002 essentially from coast to coast? In the peak of summer. With no air conditioning. With their fiancée. And expects her to stay his fiancée. It's only once you say it out loud that it sounds crazy.

A few years ago, when I learned that Oktoberfest was going to be in my hometown of Pittsburgh, PA, I was determined to go. Then I found out they would be celebrating the 50th year of the 2002. A thought popped into my mind, 'What if I had a 2002?' At the time, I didn't. I hadn't even considered owning one. But then conversations happened, and the next thing I knew, I owned a 2002. Granted it was a project 2002 because it lacked an interior, engine, transmission, wiring, glass, doors, and suspension—basically everything that wasn't the frame. My thought was simple, 'I have about two and a half years to build the car. How hard can it be?'

Fast forward to March of this year when I got the car back from the body and paint shop. By this point, it had suspension, body panels, which were not mounted or aligned, and the engine installed. When I say that the engine was installed, I mean it was sitting on the subframe with no plumbing or wiring yet. I also had three and a half months before my drive from San Diego to Pittsburgh began. I'll put the build link on our Facebook page, but here is a rundown from the day before I left to when I arrived in Pittsburgh.

Friday June 29 Only one more day to finish the car before my departure. Here is the list of things left to complete: Install windshield wiper system. Align hood so it closes. Install both door cards. Finish radio installation. Figure out why right turn signal bulb won't work. Fix headlights (one is high beam when the other is low beam). Install rearview mirror. Install various trim pieces. And, most importantly, collect spare parts for trip for when something fails.

Oh goodie, nothing like a deadline for a long to-do list. I had a prior engagement already scheduled for that night because, three months ago, I didn't think I would still be working on the car the night before I was going to drive it cross country. Apply Murphy's Law here. By the time I left the shop around 5:30 pm, the wiper system hadn't even been touched and the door panels were not installed. Fortunately, I left the car in capable hands to finish the list that night. To add anxiety to those wondering if it was still a good idea to hit the road the next morning, the car only had 200 miles on the engine since it was rebuilt. What could possibly go wrong?

Saturday June 30 I have awesome friends. They literally burned the midnight oil working until almost 1am to get the car ready for the trip. I arrived at the shop to pick up my car and let it warm up as I did some minimal cleaning. Something was dripping from the engine as it idled. It turned out that one of the tasks my friends did, which was not on the to-do list, was to replace the radiator and fan since the previous radiator had cosmetic fan-induced damage on it. The replacement radiator was newer, yet still used, and apparently came with a hole at the bottom, allowing coolant/water to flow right out. My adventure began at mile zero, 8:00 in the morning and the car was already broken. We ended up putting the recently removed radiator back in and swapped out the fan as well. To hopefully avoid any future radiator issues, we also put the car on the lift and put in a quarter inch spacer between the transmission and the mount. This tilted the engine so the fan was more parallel to the radiator and hopefully would prevent more damage. The fiancée then called asking why it was taking 90 minutes to get the car when it should have taken 40. She already has anxiety before we leave. Do I tell her what happened, or just say I'm on my way home and not to worry?

After those last-minute repairs, I eventually got home and we packed the car. We left San Diego around 10 am for Day 1 of the journey towards Cedar City, Utah. In Nevada, south of Vegas, it was 90+ degrees and there was an accident that slowed traffic, so I was anxiously watching the temperature gauge slowly climb towards red. You modern car owners don't get to play this game where you watch the temp gauge and hope it goes back to normal. Fortunately, we passed the accident before the engine got too hot, so all was good. I also learned that older windows don't have UV protection like modern cars, so we had to dress like sand people when the sun was coming through the windows on our skin. We got to Cedar City around 10pm, marveling at the car because it hadn't die yet.

Sunday July 1 Everything was going great... until the car was at 10,000 ft. The car started choking while going uphill with no power. We pulled over to make some calls to people that know more than I. Did you know that there is a support staff for these cars across the country? Using The Facebook, I found a few people I had never met who were eager to help. They truly saved us. After 90 minutes of waiting on the side of the interstate, someone told me about an air/fuel mixture screw at the base of the 36/32 weber carb. I wish someone had told me about



this screw before I left home. I turned that screw LITERALLY half a turn and—boom—the car ran normally. Although we made no progress during that 90 minute stop, it wasn't a complete loss as the fiancée and I did some wedding planning while we sat on the side of I-70.

After making it over the Loveland Pass, we made it down to Denver and met with a new Facebook friend who helped me look over the car and make sure we were good to finish the trip. While going over the car, I discovered the rear windshield was starting to come out of its frame and the lock strip had come undone about 15 inches around that corner. Hooray, the adventure continues.

Monday July 2 One thing we did to help with our air condition-less journey was start each day around 4am. This gave us at least 4-6 hours of nice cool-ish air to help offset the heat later in the day. Since the rear window decided that Denver was where it belonged and had made an attempt to stay there, I was not going to allow even a single piece of the car to quit before arriving in Pittsburgh. An executive decision was made: windows stay up and vents stay open for the rest of the trip (queue fiancée's happy face).

The only airflow inside the cabin was with the front vents open, the main windows opened about 2 inches, and one rear window vent open. Having the windows down any farther would

allow extra air pressure to build up against the rear window, aiding in its escape. Fortunately, it was overcast that Monday, so the cabin didn't get too warm. We attempted a redneck A/C, a cooler full of ice with a fan blowing air in and piping running through the cabin, but it was a bust. Needing to cool down, we decided one gallon Ziploc bags filled with ice would be our cooling system. We held them like pillows, placed them on our necks, legs, and elsewhere just to try and cool ourselves off. It actually worked surprisingly well.

As we pulled into Kansas City, the engine began choking again, which didn't make sense since we had been driving nothing but downhill from Denver. We thought maybe the unusually high heat and humidity might have been too much for the engine to handle, so we pulled off the road and found some shade. We put bagged ice on the intake manifold to, ideally, cool off the engine from the top down. Eventually we made it to our destination, met another Facebook friend and ate at Joe's KC BBQ, which I highly recommend if you're passing through.

Tuesday July 3 We stopped for a late breakfast just East of St. Louis and I introduced the fiancée to a phenomenal little place that is only reserved for road trips when you want to feel like you're at home: Waffle House. Mmmmmmm. (Yes, she had never been. I know, right?) After



breakfast, we hit the road again and we rolled right into a mid-west heat wave. This was where the adventure turned, well, less than ideal. Up until then, we hadn't put the windows down much, and the car was beginning to turn into a greenhouse. At that point, there was an unspoken ultimatum: put the windows down or drive to the St. Louis airport for a one-way flight. We pulled off the highway to a shady spot at a gas station and had a heart to heart. I decided I was going to try to anchor the window somehow so we could get more air flow in the car. Out of sheer luck, the exit we had chosen happened to have a Home Depot. So I improvised a plan to safeguard the rear window into staying where it should. Using a pair of 4" suction cups and some rope, I put the cups on the inside of the rear window and tied them to the base of the seatbelts. Maybe not a perfect fix, but it worked. Windows down = happy fiancée = wedding not canceled = better day. The rest of the day was thankfully uneventful, and we made it to Cincinnati to meet friends and stay the night.

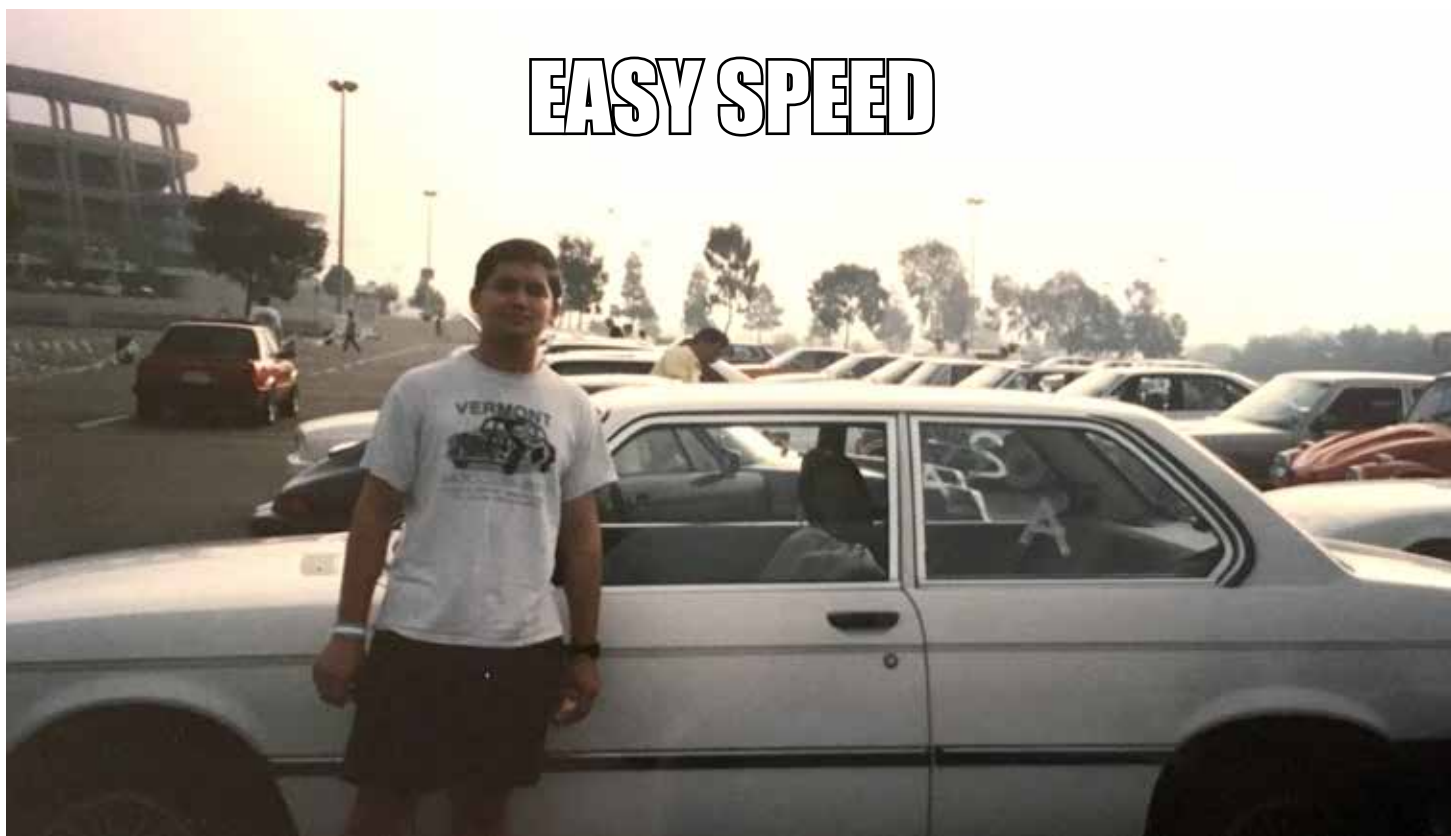
Wednesday July 4 The last day. Only a five hour drive to go. The final leg should have been easy had we treated this day like all the previous ones. However, we slept-in a little and stopped to see another friend, so we didn't hit the road from northern Cincinnati until 10am. Because of that, the drive was humid, hot, muggy, and

sucky. In West Virginia, right before the hill going up to Cabela Dr., the car started to hesitate, mis-fire, and lose power again. We rolled off the next exit and to a Rite-Aid, parking under a tree. I iced down the intake manifold thinking it was vapor lock and that the heat of the day was getting to the car. After another thirty minutes of driving, we have to pull over again and get more ice. We were literally 15 miles from my parents' home. It ended up taking us nine hours to drive 300 highway miles. We pulled into my parents' garage and let the car sit for a full day. It had earned the break. The next morning, the car received its first real bath. After all, there was a big car show in just a few days!

Jonathan King



EASY SPEED



ONE OF THE DISADVANTAGES OF THE modern Ultimate Driving Machine, with ABS, Stability Control, and airbags everywhere is that it has made poor driving accessible and repeatable to the public at large. If I wanted to drive my first BMW, a 1980 320i, with any recklessness, I had to really work at it. Most of the time its 101hp motor and rear drum brakes would just say ‘no’ and put me back in my place. In the early 90’s when I first started driving, if you decided to turn the freeway into your own personal autocross course, there was a good chance you would eventually run out of talent before reaching your destination (particularly in the rain) and the laws of physics would take over. At best, your insurance rates would go up; at worst yourself and possibly others would end up in the hospital.

For perspective on how much our calibration of ‘fast’ has changed, two decades ago a US M3 was putting out 240 horses at the crank—less than what a 230i does today! Today’s average 250+ horsepower modern machines give the driver the ability to cut off other motorists with

a simple stomp of the accelerator, pass on a two lane road without thinking about the closing speed of cars coming the other way, and late brake when traffic is coming to halt because they really need to be one car ahead of the congestion.

Unlike a lot of drivers in low-powered vehicles I see out there, I do stay to the right when driving on the freeway and I don’t linger in the fast lane. I spend a considerable amount of time on the freeway for both work and pleasure and try my best not to stereotype cars & drivers, including BMWs that seem to be out of turn signal fluid. The wide availability of high-horsepower vehicles to anyone with a decent credit/account balance or the smarts to take advantage of depreciation makes me realize that self-driving cars can’t come soon enough—at least for a sizable percentage of those who I share the road with on a daily basis. And yes, as a car/driving enthusiast, it was painful to write that previous sentence!

Brett Litoff



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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.



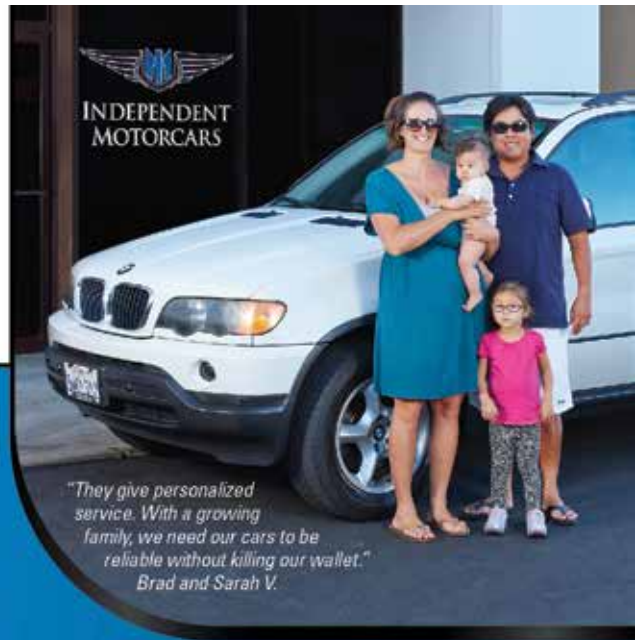
JAY PRZEPADLO

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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