



Rich Gehring

1935-2015

A Treasure Lost

Teacher,
Mentor,
Friend



Photo: Gehring Family



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

Photo: Fred Larimer

INSIDE

President's Column.....	3
Calendar of Events.....	4
New Members.....	4
Coastal Cruise, July 19	5
BMW Experience	6-9
Clean Car Contest & Auction.....	8-9
Clean Car Contest Winner's Gallery ...	10
Nick & Nate Go Bench Racing.....	12
Remembering Rich Gehring	15-22
Celebrate 328 Autocross	24
Tire Rack Street Survival.....	26
Summer Fun Autocross	28



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SCCA Club Racing sdr-scca.com/rr

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

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The President's Column

This issue is a tribute to our beloved longtime CCA member Rich Gehring who unexpectedly passed away in April. I'll leave the details of what Rich did for the club to more capable authors (see pages 15-22 for stories and photos). What was it about Rich's life that made him so important to so many people? The practical things he did for the club were important, but weren't the real reason he was so loved by the club members. Rich gave freely of his time, knowledge, and talent to help others. His career as a teacher and coach and his persistent volunteer efforts exemplified Rich's desire to help people and make the world a better place. His was a life well-lived and a great example for those of us who knew him. We will miss Rich, and I know that I'm a better person for knowing him.

The second half of the year has a full schedule of Autocross events, starting August 2. We are planning on a corral at the Coronado Speed Festival again this year, details will be announced in the upcoming monthly email update. We have a special opportunity to attend an event at the BMW Performance Center on September 27th. We will get a half day CCA-members-only chance to play at the Performance Center with BMW's cars – M3, M4, M235i, and a few more. We are planning additional drives and tech sessions, so watch our webpage and Facebook group for details. We have set up a committee to come up with fresh ideas for new events. If you have suggestions about new events or events that we haven't put on for a while let me know at sd-president@sdbmwcca.com.

Our board meetings are the second Tuesday of the month at Giovanni's, 9353 Clairemont Mesa Blvd. We welcome visitors, so come by and see what we are planning. The formal meeting starts at 6:30pm, but get there at 5:45pm for pizza, soda, and conversation with fellow BMW fans. All members and prospective members are welcome. Hope to see you there.

Jim Patterson



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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.

2015 Calendar of Events

July 14

San Diego Chapter – Board Meeting

July 19

San Diego Chapter – Coastal Cruise

August 2

San Diego Chapter – Autocross,
Qualcomm Stadium West Lot

August 14-16

BMW CCA Monterey Weekend. Legends of the Autobahn, Festorics. See club website for more info.

August 15

San Diego Chapter – Tech session at Charlies Foreign Car Service, Encinitas, 8-10am.

August 30

San Diego Chapter – Autocross,
Qualcomm Stadium West Lot.

September 6

Big SoCal Euro 2015. Qualcomm Stadium.

September 18-20

Coronado Speed Festival, NAS North Island.

September 27

San Diego Chapter – BMW Performance Center Experience. The Thermal Club, Thermal, CA. 9:30-3:00.



New Club Members Welcome!

Steve Balla
Stephanie Bozzuto
John Brennen
Richard Brown
Derek Brunelle
Jonathan Burgard
Billy Burnett
Cardenez
Brandon Clelland
Rick Cloud
Kelly Contratto
Danielle Cricchio
Marina Davidovskaya
John Espy
Franco Estabillo
Justin Evdokimoff
Frank Falcone
Jeremy Faraci
Jeremy Fleet
A. Fletcher
Steve Fuller
Cornel Gangolea
Joshua Garcia

Derek Hall
Jeff Halldorson
Kevin Hardy
Marc Henseler Kozachenko
Scott Jarrell
Peter Kane
Shawn Leach
Perry Levine
Mark Logan
Michael Lovely
Eddie Martin
Robert Martin
Jeremiah Mc Nerney
Alvin Mendoza
Victor Misleh
Sean Nesbitt
Peter Oneppo
Adrian Palamos
Aaron Pearce
Mark Pulman
Gerry Quarm
Luis Ramos
Glenn Richardson

More Upcoming Autocrosses

Saturday, October 10
Southeast Lot

Saturday, October 31
West Lot

Saturday, December 12
West Lot

San Diego Chapter Monthly Board Meeting

2nd Tuesday of each month

Giovanni's Italian Restaurant,
9353 Clairemont Mesa Blvd.

5:45 P.M. – Pizza & soft drinks
6:30 P.M. – Board Meeting



Scan this code with your smart phone to get all the latest calendar listings!

Be sure to check the website for all the latest news and event announcements!

www.sdbmwcca.com

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Coastal Cruise - Sunday, July 19, 2015

Be sure to mark your calendar for Sunday, July 19 at 9:15am for an easy cruise through San Diego's beach cities. We will start at BMW of Vista with some coffee and sweets, and then drive to the first coastal city at the south end of Oceanside. We will end the run at Mission Bay for brunch.

The meeting place is in the parking lot of BMW of Vista. At 10:00am we'll begin the cruise and head west on Highway 78 to the south end of Oceanside. As we travel southward on the Coast Highway the group will pass through Carlsbad, Encinitas, Cardiff by the Sea, Torrey Pines, La Jolla, Pacific Beach, and Mission Bay. This will be a slow tour but with lots of interesting and beautiful scenery. We will try to have a number of regrouping stops along the way. At the end of the run, we will enjoy a delicious brunch!

Directions to our meeting point address:
1715 Hacienda Drive, BMW of Vista is just south of Highway 78. Take the Emerald Drive exit, turn south, and then make a left turn on Hacienda Drive.

Jim Lloyd



Photo: Paul Silver

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9:30am to 3:00pm

**Register now to ensure
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Photo: Nate Risch

The San Diego Chapter has arranged for a full experience of the new, world-class BMW Performance Center West in nearby Thermal (Palm Springs area). This event will include nearly non-stop driving excitement in their new M cars and other fun BMW models. Suitable for any experience-level driver, we will pair up two drivers per car and use most of the facility for these events:

- Hot laps in M cars around the 1.3 mile North Palm circuit led by an Instructor
Loaner helmets will be available, or bring your own Snell 2005 or later helmet if you have one.
- “BMW Buffet” to sample an M235i, M4, M5, and other models for several laps of an autocross-style course
- Skidpad “rat race” competition driving an M3 around a slick skidpad
- M3 autocross competition with practice plus several timed runs
- M-car Drag Race ending with a tight stop box

Sound like fun? But wait, there’s more! We will take a “cruise” together over the San Jacinto mountains to get there, so you can enjoy YOUR car too! Our event includes lunch served at the Performance Center with gourmet sandwiches, salads, cookies, and beverages.

DETAILS: *We can only accommodate the first 100 members who register.* The Performance Center will use over 60 cars at the various events to give us plenty of track time while there, with two drivers per car alternating for equal seat time. You must be a BMW CCA member to participate. It will likely be warm, but we will be inside cars with the A/C on and windows up nearly the entire time.

The BMW CCA entry fee is **\$199 per driver** (4 hours of seat time vs. the public \$299 fee for a 2-hour program and \$775 for a 6-hour program). **Registration will be on a first**

come, first served basis, with a deadline of August 21, 2015. To register, mail a check for \$199.00 payable to BMW CCA San Diego, plus driver’s name, email, and BMW CCA number, and preferred driving partner to: Jim Patterson, 8625 Milbury Road, San Diego, CA 92129.

Photo: Lisa Goehring



CRUISE TO THE PERFORMANCE CENTER: We will drive to the Performance Center in the format of our Cruise events: Meet in a public lot, sign an insurance waiver, drive at legal speeds on public roads, and enjoy the ride. We will gather at 5:30am for a prompt 6:00am departure. We will make a brief stop for breakfast snacks and a restroom on the way. The route takes us over scenic CA Highway 74, the “Pines to Palms” road.

Meet at: Target Store lot (Escondido Promenade, I-15 at Auto Park Way)
 Address: 1280 Auto Park Way, Escondido
 (There is also a Starbucks in that lot)

For those who wish to drive over on Saturday, we will provide by email a list of hotels that offer discounted rates when we receive your registration.

Any other questions, please contact Jim Patterson at jhp@sdbmwcca.com.



Photo: Lisa Goehring

- THERMAL - MASTER PLAN

- LEGEND -

- 1 Motorsports Village
 - Tower Building
 - Tuning Shop
 - Trackside Garage
 - Fuel Island
- 2 Club Campus
 - Kibb' Club
 - Pool
 - Fitness
 - Spa Treatment Rooms
 - Lounge Suites
 - Tennis Court / Sport Court
- 3 Private Member Garages
- 4 Villa Lots
- 5 Paddock
 - Karting
 - Auto Cross
 - Skid Pad
 - RC Track
- 6 BMW Registration Building
- 7 BMW Training Campus
 - 32 Acre Site
 - 6 Acre Multipurpose Driving Pad
 - 1.3 Mile Road Course
 - 3.5 Acre Dedicated Skid Pad
- 8 Gatehouse / Sales Office
- 9 Corporate Lots



Map courtesy of BMW NA

The 2015 Jack Cavanaugh Memorial Car Show, Clean Car Contest & Charity Auction

Sunday, May 17



Photo: Fred Larimer

The rain gods were looking out for us again this year.

It rained the Saturday before and Monday after our Sunday event! We had a total of 56 BMW show up which was just 10 less than last year, probably due to the uncertain weather conditions. Additionally, we'd like to send a special thanks to Neil Daly of Oceanside Motor Sports (OMS) for providing the brats and soft drinks for the event. The auction was a huge success with many members donating items and money.

Photo: Lisa Goehring



Thank you everyone who participated in the event and we hope to see even more clean Bimmers next year!

Thanks to our club participation and individual donations, our charity, The United Ostomy Association, will receive a \$3,500 check stemming from the Clean Car Contest's success!

See you next year – Sunday, May 15

The Wachsmeister



Photo: Fred Larimer



Photo: Fred Larimer



Photo: Fred Larimer



Photo: Fred Larimer



Photo: Fred Larimer



Photo: Lisa Goehring



Photo: Fred Larimer



Photo: Fred Larimer



Photo: Lisa Goehring

Clean Car Contest Winner's Gallery 2015

Winner's Gallery photos: Fred Larimer



MASTERS
Darin Stephenson – 1988 535is



JACK CAVANAUGH PERPETUAL AWARD
Fred Larimer – 1991 M5



SUPER CLEAN 1ST
Gary Collins – 1971 2800CS



SUPER CLEAN 2ND
David Stillwell – 2002 M3



SUPER CLEAN 3RD
Doug Park – 1984 M635



CLEAN 1ST
Christopher Kohler – 1985 Alpina B7 Turbo



CLEAN 2ND
Vincent Gomally – 1985 M535i



CLEAN 3RD
Skip Mostenbocker – 1973 2002 Tii



Photo: Fred Larimer

OUR JUDGING TEAM: Gordon Anderson, Ron Perry, Chris Macha, Pedro Leon, Michael Burger, Darin (Barefoot) Stephenson, Rolando Saldana, Kimberly Perry, Ted Lange, and Jim Lloyd.

THE SUPPORT TEAM: set-up, registration, car placement, pictures, auction, bake sale, and take-down was: Jim Patterson, Norma Anderson, Matthew Kogan, Linda Kogan, Lisa Goehring, Thejusvi Ganesh, and Brett Litoff.

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Nick and Nate go Bench Racing

Story by Nick Owen Photos by Nate Risch

A few years ago something clicked. I had a moment where I realized I wasn't just a car guy, but a race fan. You will, most likely, never find me at a car show where multiple exotics are lined up on display. It's easy for some to go get an exotic and show up to the local Cars and Coffee. But in order for me to get my fix, I need to see the real cars. I need to see the true demonstration of each manufacturer's product being pushed to the limits on a circuit. In 2009, I attended my first Long Beach Grand Prix with a few fellow BMW CCA friends. It was the year BMWNA came back to the American Le Mans Series with two, absolutely stunning, E92 M3 racecars. After arriving at the track and making our way to the BMW cold pits, I realized it wasn't just the BMW racecars that drew me there but the entire race experience that would forever have its spell casted over me.

Fast-forward a few years to last month when I attended the 2015 TUDOR USCC race at the famous Laguna Seca Raceway. I made my way to the track on Friday to watch practice and qualifying. As I pulled in and parked my borrowed M235i at the BMW CCA turn 5 Parking Corral, I was immediately drawn to the fence at the edge of the track. I was fortunate enough to arrive just in time to catch the GTLM class practice session! While watching all the BMW Z4, C7R Corvette, Porsche 991, and Ferrari 458 scream down turn 4, I knew I was in for an awesome weekend. I stood in awe and listened as each GTLM car redlined before hard braking and downshifting for turn 5! This is what gearheads live for.



Practice and Qualifying days at a TUDOR race are best for cruising through the pits. The teams are doing their adjustments with most of the panels removed, exposing the insides of these incredible machines. For someone who works on cars everyday, this is a sight to be seen. Days like this are even better when you meet up with someone like our own Roundel Weekly editor, Nate Risch. Nate was kind enough to introduce me to the Burton Team who were racing their E82 128i in the Continental Tire Series.

This race in particular is a good one to attend

because there was incredible support and attendance by the Golden Gate and Sacramento Valley Chapters. Pat DeWitt, from the SVC, has been putting together the turn 5 corral for several years and arranges a meet n' greet/pit tour with the BMW of North America RLL team. I was able to make it over just in time to see a large group of club members chatting with the RLL drivers. I made my way over and hung out for a while before I was able to say hi to one of my favorite drivers, Bill Auberlen. I've had the pleasure of meeting Bill in the past and also sharing a racetrack with him at

Coronado Speedfest. We chatted for a bit before he brought me over to take a closer look at the #25 Z4. The cockpit looked incredibly tight while the dials and instruments looked like something from an F-14 Tomcat. A little more complex than I remember in the M3. Bill told me they adjusted some aero pieces to decrease some down force and gave the car a little more power for the new season. The



car is faster but harder to drive at the limit.

Come race day, there is a lot more people at the track. I guess it's the hype in the air or the fact that practice is over and it's time to see what these cars and teams can do. In the morning before the race, the fans get to "walk the grid" and see all of the cars and drivers lined up before they head out onto track. This is a crowded place, but it's the best time to get your pictures taken with your favorite car and/or driver. I met up with some local Golden Gate Chapter folks and we posed for a few pictures with former RLL driver Tommy Milner Jr. and a group picture with Bill Auberlen and the Z4. Once

the grid was cleared we headed back to the turn 5 hospitality tent for a meet n' greet.

A few of us from BMW CCA, along with IHG Rewards, arranged for the newly hired BMW North America Factory Driver and Roundel Weekly Columnist Ashley Freiburg to come meet some members at turn 5. A few of us from the San Diego chapter were there to meet with Ashley and do a group picture. We asked if she would ever attend one of our driving events and she happily agreed. Perhaps we can get her out to one of our events by the end of the year? Before heading out to watch the race, Pat DeWitt mentioned we better come

back if BMW wins the race and promised a show we wouldn't forget!

At this point, the race was about to start so we made our way to the main road to hitch a ride up to the iconic Corkscrew. We set up camp and watched the majority of the race at turn 9. I must say it's nice to watch from turn 9 because it gives you more time to see the cars go by. You're closer to the track and the noises these cars make are incredible at such a close distance. You can see them coming down over the crest of the Corkscrew and get set up for turn 9. Arguably the best place to spectate!

With 10 minutes left in the race, BMW was leading 1st and 2nd. We made our way back to turn 5 just as the white flag dropped. BMW managed to hang on to the 1-2 finish and we gathered by the fence at turn 5. As the two Z4s got closer, we could see Bill Auberlen in the white #24 pull way off to the left as he approached our hospitality area. He stopped right in front of us, revved the Z4 to redline, and proceeded to perform a 100 plus foot burnout in celebration! BMW won 1st and 2nd and we were there to see it all through! What a sight to behold! It looks like I know where I'm headed next year and I hope to see you there!



*Nick Owen
Pacific Regional Vice President,
BMW Car Club of America*



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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.



Brandi Roenick

Former Olympic level Equestrian with a Dressage career throughout the United State and Europe. Brandi has gotten out of the saddle and into the driver's seat as Independent Motorcars Customer Relations Director.



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.



In Memory of Rich Gehring

January 26, 1935 – April 26, 2015



REMEMBERING RICH GEHRING

By: Dan Tackett

Photos (unless otherwise noted): Lisa Goehring

As the last issue of Fahren Affairs was about to go to press, we received the terrible news that Rich Gehring, a 30-year backbone of our Chapter, had suddenly passed away. We were in shock and grief and still can't believe that he is gone. It is very sad but somehow fitting that Rich's final act was packing our Club trailer for Street Survival, preparing for us to teach lifesaving driving skills to new teenage drivers. Rich gave so much to the community and to our Chapter that it is difficult to sum up his legacy in mere words and photos.

Serving on our Board of Directors for



most of his 30 years in the Chapter, Rich was our Equipment Meister as far back as we can remember. In that role, most active members had some interaction with him, whether checking out a helmet at an Autocross, or enjoying a hot lap in a Brecht Motorsports BMW at Chuckwalla, or hearing at a Board Meeting about how he kept our old generator or radios functioning. Less-active members also benefited from Rich, who always went out of his way to save the Chapter money on our necessary equipment, and who designed and had produced every shirt and most of the hats we made for Autocross or Driving School events. Rich was our "man of the cloth." Everyone who met him saw his quick smile and enjoyed his warm,

genuine personality. Always calm, always prepared, always ready to help, no one ever had a bad word to say about Rich.

A native of Escondido, Rich was a gifted athlete, mastering three sports to achieve CIF status in basketball, football, and track. He went on to get his Master's Degree in Physical Education and became a track coach at Sweetwater High School; later being recruited to Southwestern College when it opened and staying until he retired 31 years later.

He returned to coaching track and tennis in his retirement years, supporting his grandson, Chris, at San Pasqual High School.

Rich was also quite a motorhead. At his Celebration of Life, we were treated to early photos of Rich on motorized bikes, motorcycles, piloting a boat, and saw the early cars that he drag-raced in Escondido. A lifelong friend since 6th grade told stories of how

well-known Rich was to the Escondido police, and how he once sneaked up to a parked Police motorcycle to re-route the coil wire to the metal seat, watching the jolt to the officer when he tried to kick-start the engine. Quite a prankster, that Rich, as



Scenic Bavaria - by Rich and Kathy Gehring



a young man! Those early photos showed the same warm smile that we all saw when we knew Rich, none wider than when he married his high school sweetheart, Kathy, with whom he spent nearly 59 years. Their son, Michael, told us about Rich soloing twice in a glider. He gave it up, but it's uncertain whether it was due to Kathy's disapproval, or whether just because it didn't burn gas and make noise. OK, we know...

In 1973, Rich took a 6-month sabbatical to treat his family to an extended trip to Europe. By then a BMW fan, Rich had hoped to order a new 3.0 CS Coupe to pick up and use for their adventure, but he let their son Mike test-fit the back seat first.

Photos right & below: club archives



Bavarian S-cream

Unfortunately, it was just too small, so the decision was made to buy a Bavaria instead, which the family still has. Mike told us at Rich's Celebration of Life that his father often reminded him that he was to blame for them not getting a BMW Coupe!

When Rich and Kathy joined the San Diego Chapter, they'd had their tastefully modified Bavaria for 13 years, and it was in exceptional condition. In a nod to their fondness for Germany, the license plate



Photo: Gehring Family

read TSCHUSS, German slang for "see ya!" and Rich's email was "HerrGehring." They became active members as a couple in no time. The October 1987 issue of Fahren Affairs has a photo of their "Scenic Bavaria" at our Clean Car Contest, looking great as a 14 year-old model. Rich wrote his first article for the November 1987 issue, explaining how to adapt a time-segment analysis he developed as a track coach to measure autocross times.

With a stopwatch, he measured segment times of different drivers in different parts of the course to analyze ways to improve.



Rich created an analog data acquisition system, way ahead of his time.

In 1988, Rich was first elected to the Chapter Board of Directors as our M Technik, basically the chairman of technical events. His first of many helpful tech articles appeared in the March 1988 Fahren Affairs, and discussed the grades of brake fluid and how to flush your system. The next month, Rich wrote a detailed article about maintaining a BMW cooling system (still a hot topic) and how to change the coolant at home. He went on to share his fountain of knowledge for years in useful technical articles. Rich was elected Chapter Vice President for 1992-93, as Kathy joined the Board on the Social



Committee. In 1994, he became President Rich Gehring, as he led our Board and our Chapter for a year. Rich and Kathy also hosted our Chapter Holiday Party at their

Chula Vista home from 1993 to 1996. He wrote an article about their extended European Delivery trip in 1995, picking up a Dakar Yellow M3 and venturing all over the Continent for the Summer. Rich and Kathy did another European Delivery in 1999, this time with a 528i, 5-speed of course.

Rich simultaneously pursued his passion for competition in vintage racing. He became active with the Vintage Automobile Racing Association (VARA) after taking a 2002 he owned and building it into a racing car. His vast mechanical knowledge and meticulous nature were well-suited to "gentleman" racing. He built his beloved #53 into a competitive car, giving it the nickname "Piglet" and carrying a stuffed Winnie the Pooh character on board. He and Kathy took their motorhome to several races every year, joining the Brecht Motorsports family compound for weekends full of fun and competition. He remained part of Brecht Motorsports, maintaining their vintage 2002s and Mini Cooper for racing events. Several Chapter members got to see Rich in action at the annual Coronado Speedfest.

After being Chapter President, the next vital role where Rich volunteered was as our longest-serving Driving School Chairman. He took over the responsibility to manage our long-distance Driving School at the Las Vegas Speedway from 1995 to 1997, and then supervised our transition to the then-new Buttonwillow Raceway Park in 1998. Rich continued as Driving School Chairman until 2006, a full 12 years in





charge of our highest-profile annual event. He stayed very involved in our Driving Schools, continuing to design and produce event shirts and hats, taking care of our equipment needs, and bringing the rig to the track. As a part of our sponsor Brecht Motorsports, Rich would also provide hot laps on track in the Brecht car(s) for Students and spectators, to show them what a new BMW could do. He also filled in as a back-up Instructor whenever needed. When we created our annual "Bill Brecht Memorial Volunteer of the Year" honor in 2004, Rich was voted in as the first recipient. As Jim Patterson says, he would have won the vote every year if we had allowed repeat winners.

As our unofficial equipment manager, later becoming a full Board position as Equipment Meister, Rich was an essential part of all driving events for decades. He did so much before, during, and after events that we still won't know the extent of his contributions until they don't happen. Though he was years older than most of our core event workers, Rich had more energy than many of us. Whenever he saw or thought of something that needed attention, he just did it. Rich's dedication to the Chapter brought his opinions to nearly every Board meeting for 30 years. More recently, while he was no longer in the forefront of many things, he remained in the background of almost everything.

Our Chapter has been searching for an appropriate tribute to the legacy of this remarkable man. We were distraught as

we struggled to put on our Street Survival event the day after he passed away. A week later, at Central California Chapter's Driving School at Buttonwillow, all drivers took two slow laps around the track in formation to honor Rich. At Spring Fling the next day, Jim Patterson made a public announcement and we held a "moment of noise" with engines revving and horns honking, a more fitting tribute than silence for a motorhead like Rich. The Chapter

has planted a tree and commissioned a permanent plaque at Buttonwillow Raceway in their memorial grove. Since Rich was involved from the very beginning, we will dedicate the "Rich Gehring Memorial Spring Fling Autocross" to the memory of our dear friend, to reflect on his character and contributions every year. We never will, we never CAN, forget the smile, the wisdom, and the dedication of Rich Gehring. Jeff Gerken said it well: "We all could use another guardian angel."

The Gehring family suggests any donations in Rich's memory to be sent to:
 Rich Gehring Athletic Scholarship Fund,
 EHS Cashier
 1535 N. Broadway, Escondido, CA 92026



Memorial #53 stickers for helmets or cars are available at chapter meetings or autocross.





Memories of Rich

Rich was there for me at our 2015 HPDE, trying to help diagnose a cooling system failure I had at Chuckwalla. Rich was the go-to guy who was always willing to help – without hesitation. His contributions to our club and its members are simply unquantifiable, and his warmth, humor, generosity, and modesty will be tremendously missed for many years to come.

People often asked, or assumed, that Rich and I were related since our last names are pronounced the same way (but spelled differently.) While the answer is no, I like to think that perhaps we might have some very distant German ancestor in common. That would make me very proud.

Lisa Goehring



Photos right & below: Roger Scilley



The Character of Rich Gehring

By Dan Tackett

Rich had so many one-on-one interactions with Chapter members that nearly everyone who met him has a story that only they know. Through our Facebook Group and emails, I accumulated some stories to share at his Celebration of Life on June 23rd, and they really illustrate the traits that made his character so special:



DEPENDABLE - As our Equipment Meister, he was usually the first to an event with our truck and trailer, and the last to leave. Jojo Gonzales and Rich had a competition to see who could arrive first. Rich usually won.

DEDICATED - Since he brought our rig to our driving events, he wasn't able to bring his own car and actually do any driving. I offered my M3 to him, but he only took me up a couple of times. He just jumped in to do more things than we could count: unloading the trailer, distributing the radios, setting up the PA system, renting out helmets, monitoring the dB meter for sound, and so much more.

KIND - Former Autocross Director Gordon Anderson had the flu just before an event; he planned to set up but leave early to get some rest. Rich showed up at 5:30am at Gordon's house with the rig

as planned, but told him to go back to bed and get well; Rich would take care of everything.

METICULOUS - Setting up Street Survival at the Stadium, Rich would make careful measurements and draw precise maps or paint spots on the pavement. He created signs to direct participants and minimize confusion.

PERFECTIONIST - He knew how to pack our trailer to maximize space and balance the weight. He drew a precise diagram of where things should go and usually supervised packing after an event. But when he wasn't there and we did the packing, once at home he would re-pack everything where it should go to his satisfaction.

FRUGAL - As an educator, Rich was extremely frugal in his life, and he was just as careful when dealing with our Club expenses. He researched custom batteries to keep our radios working LONG after their normal service life. He maintained our first truck to keep it chugging along well after it should have been retired, just to keep it safe and save us some money. We heard that Kathy still has the same washing machine after 20 years!

TALENTED DRIVER - Ping Gordo vividly remembered Rich as his first driving instructor. Ben Flores credits Rich with teaching him how to get the most out of driving a 2002. At our track events, he provided others with their first fast ride on a track that got them hooked. Rich also stepped in at the last minute to

instruct at the track when we were short-handed; age didn't slow him down!

GENEROUS - Lisa Goehring remembers her first Driving School at Buttonwillow, when on the way up I-5 she hit some debris in the dark and ended up with a flat left-rear tire. While unpacking the trunk, she called Maureen Lyall to say that she would arrive late. Rich heard about it and offered to drive our truck down the freeway to help her. On the way, he stopped to help another stranded motorist, but eventually found Lisa and put out flares to divert traffic around the left side of her car to safely change the tire. Rich to the rescue!

MENTOR - His teaching background was obvious in the way he listened and advised so many of us individually. Always calm, organized, and with excellent judgment, he was like a father figure to many.

FUNNY - Rich was usually a quiet man, but he often had subtle, funny comments at events. He interacted with everyone who rented a helmet, ran our sound meter, and was a keen observer of people. Kim Schwarz fondly remembers how often Rich quietly had a clever quip, bringing a smile or a big laugh to anyone nearby.

COMPETITIVE - Rich was nicknamed "The Professor" by Jeff Gerken, a fellow BMW vintage racer and long-time supporter of our Club. Jeff recounted a race at Phoenix International where Rich used every inch of the track to gain exit speed, bouncing off a curb and driving



All photos: Lisa Goehring



RESOURCEFUL -

Rich had so many useful skills, and some came in handy at unexpected times. He and Jojo Gonzales arrived at Laguna Seca very early to set up the Oktoberfest 2013 Autocross, only to find a locked gate. Instead of waiting, Rich was able to pick the lock so they could get a head start on setting up.

THOROUGH -

Test driving our current truck before we bought it, Brett Littoff remembers how Rich unnerved the salesperson with some VERY hard full ABS stops to test the brakes! Satisfied, once we bought the truck, he rebuilt the brakes on our trailer to meet his new, higher standard.

up on 2 wheels! Rich was very analytical and precise, in event planning, in his racecar prep, and on the track. As helpful as he was to everyone in the paddock, at the drop of the green flag, he raced to WIN!

bought it, Brett Littoff remembers how Rich unnerved the salesperson with some VERY hard full ABS stops to test the brakes! Satisfied, once we bought the truck, he rebuilt the brakes on our trailer to meet his new, higher standard.

RELAXED -

Setting up for the 2013 Oktoberfest Autocross in Monterey, we were scrambling to meet a tight schedule and make a good impression on BMW CCA National. We tested the PA system by playing some vintage music from Andre Eisenbach's iPod. And there was Rich, dancing in an empty parking lot just having a good time while the rest of us were all stressed out. Lisa Goehring said he was like an iceberg: lots going on beneath the surface, but all we would see was serenity.

DEVIIOUS -

Rich rented a radar gun to help the Club to evaluate cars for our first track event at Holtville, way back in 1989. Driving out I-8, he zapped some cars on the freeway from inside his motorhome. He had way too much fun watching brake lights come on in cars with detectors; those drivers never knew where the CHP was!



THOUGHTFUL - Following a caravan of cars back from Chuckwalla, Ryan Moore fell behind due to traffic. Though momentum was important while driving the Club's rig, Rich pulled over and waited ahead to make sure that Ryan got reunited with the group.

INSPIRATIONAL - Rich's selfless contributions, quick smile, and spirit of volunteerism affected everyone who met him. As Kelley Moon said, we can't think of anyone who didn't like and respect Rich. How rare is that? Rich motivates all of us with his example to find ways to be better people.

My favorite story summarizes several of Rich's character traits: Our Chapter conducted the Autocross for Oktoberfest 2004 at Auto Club Speedway. Rich drove the rig there and worked the event for 3 days, but he didn't have a room reserved at the headquarters hotel in Pasadena. He just brought a sleeping bag to spend the nights on the hard floor in the trailer, away from all of the evening meals and social events. Former Chapter President Maureen Lyall offered Rich the second unoccupied bed in her hotel room.



As a family friend too, she had spent many nights in the Gehring motorhome supporting their race weekends, and couldn't imagine Rich stuck in the trailer at the track overnight. Rich initially refused, but after Maureen persisted, he reluctantly agreed on one condition: only if she kept a pile of their shoes nearby to throw and wake him up when he snored. And she used them!

That was Rich, always thinking about everybody else before himself.

More Memories of Rich

I met Rich Gehring last year at Chuckwalla. He was with me when I got my first taste of what it was like to chase someone out of a curve. It was Day 2 of my first-ever driving event and Day 1 hadn't gone well— for me or for my instructor— who though, clearly a great driver, was visibly stumped about my lack of pretty much everything.

The upshot was that the second morning of the HPDE, the instructors had their early meeting and decided to put the guy who was fast but old with the girl who was young but slow. And you know what? Good thinking. Rich and I took all of about four seconds sizing each other up before deciding that it was going to be a good day.

Second run out, with Rich's ever-calm instructions guiding me through the headset, I found some focus, and we crept up on one of the 'M boys' in my run group. He said, "That's it. Okay. There you go... now GO," and I saw the hand signal as we flew by on the left. THAT'S what we were here for. We both grinned like idiots back in the parking lot. I kept grinning all the way to the restroom, calling out "I PASSED someone!" to anyone within earshot. I'm sure Rich was more gracious as he headed off the other direction, but I'm also pretty sure he was still grinning.

After our third run, still in the car, Rich was giving me the talk-through of good on this/work on that, when one of the other guys fresh off the track came up to my door, helmet in hand. "I think I owe you an apology," he said, "I didn't give you the passing signal a couple times and I think I got you jammed up." I could see Rich in the passenger seat, scratching at something on his helmet in his lap, and looking at me out of the corner of his eye. We were both half-grinning, but it felt like a test, too. One I knew I would pass, even if I didn't really want to. I turned back to the guy outside and said, "Thank you, but it wasn't me. Maybe it was one of the other white cars." The truth, but something the guys in my run group wouldn't have even considered of me, had Rich not been my patient instructor that day. I'd gone from being the clueless girl to a fellow driver.

This past year at autocross events in SD, I've stuck close to Rich when he's in the gear truck. Yes, I'm one of the few who borrow helmets – I made a deal with myself that I can't buy my own until I place. But the real reason? I liked hanging out with Rich. I liked hearing about his past events, and Nürburgring and his experiences as a teacher. He's seen it all, and was generously passing along his well-earned insight. Maybe it was also a little bit because I've

lost my parents and grandparents in the last couple years, and parts of him reminded me of them: my grandfather who loved cars and was a lead-foot, extremely safety-conscious driver who would not have wanted to see me on a track at all. And my father, who was a lead-foot, not-afraid-to-swap-paint kind of driver - who - if pancreatic cancer hadn't killed him, my first day at Chuckwalla might have. Rich was, in his way, the best of both worlds: a lead-foot, safety-conscious, excellent instructor.

People like Rich Gehring are why people like me learn to love racing. We may already have motor oil in our blood or a genetic lead foot, but we don't have any idea what the hell to do with it. Not anything informed, anyway. I suspect that Rich made friends wherever he went, and I know he'll be missed by people who knew him far, far better than me.

In fact, I didn't know he'd passed until tonight, when I went to register for this coming Saturday's autocross at Qualcomm. Living in Laguna Beach but working in San Diego, I treasure my few days a month at home. I knew there was an event here, but I'd already registered for a PCA autocross on the 25th that's just a few miles from my place. And my tires are truly shot, so I thought I might pass on this one

and try to eke out a few more commuting miles from them. But at lunch today I decided, 'No way. I'll just order tires when I get back to the office and stay in town an extra night,' because who seriously passes up on autocross? And more importantly, 'I can't wait to tell Rich that I've finally done my very first run without an instructor – while shaving a second off that lap!' Well, I ordered those tires and negotiated install, then clicked over to register and saw it called the 'Rich Gehring Memorial Autocross.' For a second, I thought, 'Hey! They're honoring Rich!'

Yes, it's in honor of Rich. But he won't be in the truck this time.

As it turns out, the event is full and I've emailed to see about getting in anyway. It really doesn't matter if I do. If I can't run the course, I'll be there picking up cones. I'll hear his voice saying "Okay, good job. Let's start a new stack." And if I can race, I'll hear his voice saying, "Okay, that's it. Get out a little further. Now come back. Look there. Now...GO!" That's how I'll honor Rich. By carrying on his legacy of camaraderie, generosity and steely, good-natured 'don't you even think about passing me.'

He was one of a kind.

Deirdre Reed

Thanks for all the great memories, Rich!





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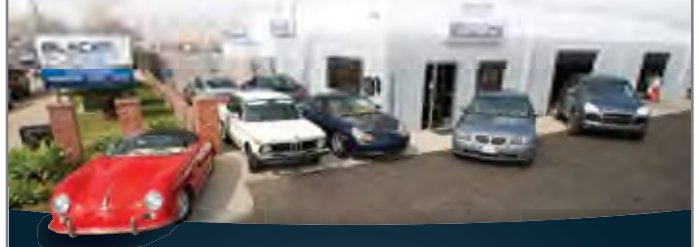
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Photos courtesy of BMW AG



Online Registration will open on June 29th

Register Online at <http://sdbmwcca.motorsportreg.com>



Scan and register now!

Better late than never! We'll be making up our cancelled March event on August 2! Please join us!

We are updating our helmet ratings to Snell 2010 or 2015. Get your new helmet soon! We do have a grace period, so if you still have a 2005-rated helmet, you can still run, but starting in 2016 we will only accept helmets rated 2010 or 2015.

It's been nearly 80 years since BMW introduced the 328 at Nürburgring where Ernst Henne drove it to a class win. What followed was more than 200 victories for the Type 328 over a career spanning into the 1950s. Fast forward to 1996 – a time when model designations were based on engine size – BMW gave us the 2.8 liter, inline six-cylinder E36 and then in 1999, the first E46 328i was released. 2007 brought the E9x 328i with a 3.0 liter, inline six and then in 2012 we lost two cylinders but gained a turbocharger with the F30. The first four-cylinder diesel BMW sold in the U.S. landed in 2014 and was designated the 328d.

On 8/2, let's celebrate these 328s with a fast and fun autocross in the West Lot of Qualcomm Stadium. We will have two extra trophies to help us celebrate the 328—The Fastest 328 and People's Choice 328. If you plan to autocross, be sure to register early to reserve your spot! If you'd like to simply showcase your car and spend some time with our great group of people, feel free to join us at no charge!

Please note: We have new car classifications as shown at right. Please update Motorsport Reg with your new car class and if you have questions, feel free to email us at autocross-director@sdbmwcca.com.

Remember the sound limit at Qualcomm: **all cars must be under a 92db noise level – we'll be checking!**

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

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 the timed runs, you can have an instructor with you as much or as little as you want – whatever makes you comfortable. 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.

See the **Autocross Information Page** at <http://www.sdbmwcca.com/autocross> to get a better idea of how to prepare for this wonderfully addictive sport for your first time.

Note: We do run if it's raining – you'll learn more and your tires will wear less – so if you see some unusual drops of water falling from the sky, grab your raingear and head to the Q! **Also, the helmet standard has changed to require Snell 2005 or 2010 ratings. Check yours now to be sure it's up to date – rentals are limited.**

The entry fee is \$65, including breakfast items, lunch, and beverages. You can pay online if you register in advance at <http://sdbmwcca.motorsportreg.com>, or with cash or check if you wait to register onsite. You must be a BMW CCA member to participate, and you can join online at www.bmwcca.org in advance. Please **print and bring your membership confirmation** if you have not yet received your

BMW CCA membership card. We check membership of all participants at the gate.

REMEMBER: IF REGISTERED ONLINE, BRING PROOF OF MEMBERSHIP AND ARRIVE BY 7:30AM (BEFORE ON-SITE CUT-OFF) TO KEEP YOUR RESERVED SPOT

Gates will open at 6:30am; tech and registration will open at 7:00am. Tech will close at 8:20am and no cars will be inspected or allowed to run after this time. There is a **mandatory drivers meeting at 8:30am** and the course opens for runs at 9:00am.

When you arrive:

1. If you registered online, stop at the gate to sign the waiver and notify the Gate Greeter. Your name will be checked off the pre-registration list. All participants must show their BMW CCA membership card. Those who did not register online will receive a numbered card at the gate in their order of arrival; take it to the Registration table.

There is no guarantee that spots will be available for those who wait to register the day of the event.

2. Empty all loose items from your car, then go through the Tech Line and have your car inspected. Bring your Tech card and you will receive Tech and helmet stickers.

3. Take Gate card and Tech card to Registration to get checked off for pre-registration or pay your \$65 entry fee. You will receive car numbers to place on your side windows.

4. If you don't have a helmet, you can rent one from the club for \$10.

5. Your entry fee of \$65.00 includes one lunch and unlimited beverages. Additional lunches can be purchased at Registration for \$7 each.

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.

QUESTIONS? Contact Jim Patterson at: sd-autocross@sdbmwcca.com.

See you at the Q!



Please note new car classes:

CAR CLASSIFICATIONS:

- 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
- 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-BMW, 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)

Saving Teen Lives with Street Survival



The San Diego Chapter put on our seventh Tire Rack Street Survival school on Sunday April 26th. The school consists of classroom and driving sessions for our teen students. The program gives students the skills that they need to react in emergency situations, including panic braking, emergency lane changes, and car control in slippery conditions.

The students are paired off with an instructor after they complete registration. The instructor helps the student check their car, including tire pressure, oil, and fluid levels. After the car is inspected the instruction starts with a classroom session to explain the program and prepare the students for their first driving session. The first classroom session isn't met with a great deal of enthusiasm, most of the participants would prefer to be somewhere else on their weekend. Once the drivers get behind the wheel the excitement level increases a bit, especially when they realize that they are supposed to make the car slide around and make the tires squeal.

Although the exercises can be fun, the training is serious. The instructors emphasize the importance of driving under control while on the street, the techniques are taught to get out of trouble not to cause it.

The yearly Tire Rack Street Survival event can only take place because of the large number of volunteers and sponsors that support the event. We had over 40 unpaid instructors and volunteers to run the event. In addition to the time at the event, much preparation takes place before the event. This year, Theju Ganesh took over the event from Gordon Anderson and was able to keep up the high standards that have characterized San Diego Chapter events.

We also want to thank our sponsors: Mossy BMW of Vista provided financial support, United Truck Driving School provided an 18 wheeler and BMW of El Cajon which provided air bags to detonate during the lunchtime airbag demonstration.



All photos: Lisa Goehring



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Photo: Lisa Goehring

Join us for our last autocross of the summer! Beat the heat with your windows down as you turn 'n' burn through another fast course on the West Lot.

We are updating our helmet ratings to Snell 2010 or 2015. Get your new helmet soon! We do have a grace period so if you still have a 2005 rated helmet, you can still run, but starting in 2016 we will ONLY ACCEPT helmets rated 2010 or 2015.

Please note: We have new car classifications as shown on page 25. Please update Motorsport Reg with your new car class and if you have questions, feel free to email us at autocross-director@sdbmwcca.com.



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Have a story to tell?

If you'd like to share a brief story about your car, an experience you had at an event, what you love about the Club, etc., let us know! Include a high-resolution photo(s) with your submission, and email to: sd-newsletter@sdbmwcca.com
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Third page, internal	7.5" x 3.5"	\$120	\$600
Quarter page, internal	3.5" x 5.0"	\$100	\$500
Business card, internal	2.0" x 3.5"	\$60	\$300

**TO PLACE A COMMERCIAL AD, CONTACT THE
COMMERCIAL ADVERTISING MANAGER,
Lisa Goehring, E-mail: advertising@sdbmwcca.com**

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Fahren Affairs

BMW Car Club of America
San Diego Chapter
P.O. Box 503008
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DATED MATERIAL



See page 26 for photos and recap



Photos: Lisa Goehring



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