

Whispering Bomb

SPRING 2016

BMW Car Club
of America
Los Angeles Chapter



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BMW 100TH ANNIVERSARY

Our thanks to the Foundation for providing the graphic. You can order a t-shirt at:
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COVER:

Who knew that the police could be stylish AND environmentally friendly? Chapter member Baabak Afshar took this photo last summer at the Victorian Market in Munich.

PRESIDENT'S MESSAGE Board and Staff

by Kurt Helm

There's a simple link at the top of our Chapter Website. Click on it and you'll see a couple of paragraphs that describe the Chapter and then you'll see headings such as "Chapter Board of Directors", "Driving Events Committee", and "Other Chapter Support Staff", with a listing of positions and names of those volunteers who serve our Chapter under each heading.

The people who are serving our Chapter during my term as President are the ones that make this Chapter great.

Some have been serving in various positions longer than the 10 years I've been a member and their knowledge has been, and will continue to be, invaluable to me during my term as well as for our Chapter.

The majority of our team works full-time at their real jobs while serving the Chapter, yet they (and the blissfully retired team members) are always responsive, informative, and yes, opinionated (Delight is the lone exception to being opinionated). Being opinionated is very important – it offers us the opportunity to hear different thoughts and results in a well-thought-out plan for implementing new programs, or in addressing a challenge facing the Chapter.

These team members are also consummate professionals. After opinions are exchanged, discussions have ensued, and a vote has been taken, each and every member, no matter what they felt would best serve the Chapter, works to implement the Board's decision – never losing sight that it's always all about the Chapter and you, our members.

To my Board and Volunteers: Mike, David, Brian, Tom, Delight, Brad, Patrick, Martin, Dan, Maggy, Stephen, Jean, Sergio, Christine, Darren, Steve, and Hani (and your spouses, families, and significant others who give up some of their time with you so you can do this), for all you do collectively and individually...thank you. You are the best of the best.

To those of you with an interest in serving on the Board or in other volunteer positions, reach out and find out how you can help. It's a great opportunity to be a student and a teacher at the same time.

So until next time, enjoy your Club and enjoy your car.

New Members

Rob Accatino	Jimmy Carpenter	Michael Faso	Paul Ishimaru	Alexander Luu	Rick Nakasone	Jas Singh
John Anderson	Keith Cascio	Jolie Fradkin	Joshua Ivie	Hi Ly	Max Nelson	Jesse Singh
Chris Andropoulos	Emilio Cervantes	Joshua Friedman	Norman Jeune	Christopher Lyle	Russell Newman	Ankur Sohoni
Fritz Anker	Brandon Chang	Jason Fu	Ezequiel Juarez	Paul Mandabach	Nicolas Ospina	Andrea Speroni
Alejandro Araoz	David Chen	Kamlesh Gehani	Kevin Kensik	Judy Marino	Steve Pham	Yinlong Su
Everard Ashworth	Charles Chin	Rafi Gogus	Lynette Kent	Rick Martinez	Anthony Pizzimenti	Harry Tan
Gevorg Ayvazyan	Collin Cocores	Michael Gruber	Patrick Kullenberg	Sarah Martz	Victor Preisler	Stephen Thuillier
Michael Beale	David Collander	Paul Grusche	Narbeh Kureghian	Jay McCafferty	Michael Purleski	Geoffrey Tumang
Todd Bell	Gary Collins	Gurgen Harutyunyan	Lajuana Kyles	Scott McIver	Rocky Saishyo	Daphne Vadman
William Biggs	Andres Del Campo	Brett Hemphill	Benjamin Lang	Rachel Midori Abril	Chris Scholar	Jared Walton
George Brennan	Alexandre Delarue	Martin Hendlin	Sofya Lapina	Jason Miller	Joshua Senne	Robert Williams
Karen Brown	Ed Dellis	Craig Hillskemper	Evan Larocca	Tyler Mingst	Amir Shafie-Pour	Chun Wah Wong
Chris Brown	Richard Deto	Joel Horner	Xavier Le Vourch	Joel Montes	Fred Shirazi	Todd Yamanouchi
Chris Cagnolatti	Joe Eddy	Jason Hsu	Kenneth Lee	Kevin Munday	Charles Sin	Tsan Yang
Joe Cardenas	Hunter Evans	Saad Husain		Margaret Munday	Sean Singh	Timothy Yoo

In Memoriam Phil Street (1934 – 2016)

by John Bergen



On January 31, 2016, Phil Street, longtime BMW club member and loyal friend, died at age 81 after a long illness.

Phil joined what was then the BMW ACA LA, now BMWCCA, LA Chapter, in 1986. He loved all cars, but he especially loved BMWs. Phil volunteered at driving schools, clean car contests, and many other club events and meetings. He owned a number of 1980s BMWs, including an E30 325e that he converted into what he called a 327i. He also had an E28 535is. However, his most beloved BMW was one he had for many years, a Calypso Red 1991 535i that gave him great pleasure. He kept it in beautiful condition and he entered it in many clean car events.

Before he retired, Phil was an aerospace engineer and as club member he enjoyed giving technical advice to other members on the many electronic mysteries of later model BMWs, and other cars. He loved the challenge of figuring out what may be wrong with the many mechanical and electronic systems of any car. He was always eager to help solve any car related problem.

On many Saturday mornings you could find Phil at OC Cars & Coffee, enjoying the cars and recounting their history. In the last few years he no longer drove or attended many club events, but he went to Cars & Coffee as often as he could.

Phil is survived by his wife, Nurten, and their daughter Dina.

Phil was one of the good guys, and he will not be forgotten. We will miss him.

Correction: In the Winter edition of the Whispering Bomb, Benjamin Shahrabani was not given credit for his review of Rob Siegel's book, The Hack Mechanic. The Editorial staff apologizes for this oversight.

EDITOR'S MESSAGE

Farewell

by Jean Helm

I lost a friend from Tennessee this week. Lee left this life too soon, but lived what time he had on this earth with joy and wonder. He was a work colleague, but also came to be a very good friend to my husband and me. Lee did not belong to the Club, but he did appreciate a good car. So much so, that at one point in his life, he had a BMW Z3. His wife tolerated his need for a little (not very practical) sports car and his only child, his daughter, had her senior pictures taken with that Z3. While

he had his BMW, Lee was all things BMW; just like the many members that we have in our club chapter are with their cars.

Eventually, Lee traded the Z3 in for some kind of an SUV, but even though he no longer owned a BMW, he got a kick out of hearing car stories. Just a couple of weeks ago, I was telling him about picking up our new M2 with 30 or so of our "closest friends" this May on the European delivery plan. He was looking forward to stopping in once we had the car back on California turf and taking it for a spin. I think Lee would have taken that ride with the joy I remember.

Even though we all think that our lives revolve around "things" like cars, please hug your loved ones today, tell them you love them, and live your lives with joy and wonder.

Diva's World

Volunteers... A Serious Subject, For Once

This issue's President's Column talks about the members who serve in Board and Staff positions. Clearly that Team provides guidance and direction for our Chapter, but in addition, we have (and need) volunteers that will help our Chapter events be successful, so I'm going to give you a quick overview of what these volunteers do for the Chapter.

- Design course layouts for our events
- Set up courses for an Autocross, High Performance Driving Event or Street Survival School
- Drive the Club Truck to the events (it contains our timing gear, cones, tables, PA system, rental helmets and so on)
- Provide tech inspections at an Autocross
- Check participants in at an event
- Coordinate food, drink, and other items needed during an event
- Serve as Instructors and In-Car Coaches
- Arrange and lead the annual Wine Tour event (Thank you Gerhard – it's one of my **favorite** events!)
- Work with companies and dealers in our chapter area to hold Meet-and-Greet events during the year
- Support National Club Events such as Legends of the Autobahn, Festorics, and Oktoberfest (coming to Monterey this August)
- Serve as dealer liaisons to local BMW dealerships for our Chapter
- Work the BMW CCA booth at non-Club events such as Bimmerfest
- Provide cross-chapter support to help events put on by other local CCA Chapters
- Serve on various National Club Committees such as Leadership and Club Racing

Without these volunteers, a lot of our activities simply wouldn't happen, so when you attend an event, take a minute and thank a volunteer. And if you're inclined (and we hope you are), ask them how you can become involved in helping.

Were You Wondering...?

In our Fall 2015 Whispering Bomb, Brian Thomason wrote about his experience in taking European delivery of his new BMW. That prompted a question from BMW CCA member Abe Garweg. Thanks for the question...

Dear Whispering Bomb;

Brian's article was inspiring and motivating. I haven't picked up a new BMW in Europe since 1995 (at which time it was fun, easy and saved you money), but I know with Porsche it is very expensive and time consuming (car needs to be paid and titled prior to delivery in Europe; tax, title, and registration in the USA needs to be paid in full). Furthermore the 19% Value Added Tax (VAT) due in Germany needed to be paid into an escrow account and was not reimbursed until the car was back at the dealer. So you have the European VAT plus full registration costs (including insurance and state tax) for a car that you cannot use for month.

If the BMW European delivery system works similarly we should know. To me it makes a huge difference whether to do European delivery or not on a car that can be close to \$100K and I am sure I am not the only one.

Kind regards; Abe

Abraham Garweg (CCA member 101195)

Well, we here at the WB were able to reach out to Brian and he had this to say...

"In my particular situation, the dealer had me come in before my trip and sign the paperwork for financing my new BMW through their finance company, but I did not start making payments until 60 days after I had signed the paperwork. There was no VAT that I had to pay. Another thing people may want to know is that there may be a difference in how long you wait, depending on the car you order: If you are ordering an M Series for European delivery, you end up having to wait for a production slot and an M Series slot. If you are ordering other than an M Series car, you only have to wait for a production slot."

Thanks to Brian for the good information. I'm sure we will all be looking forward to (or fantasizing about) ordering our European delivery BMW.

An Accidental Bimmerphile

by Mark Buhbe

A lonely road lay ahead, its curves sinuously beckoning, a come hither look pulling me on. Snow patches gathered in the rutted shoulder. CalTrans signs noted a chain requirement, a snowplow working ahead. We had no chains. But we drove on, and eventually were rewarded with one of life's serendipitous gifts.

Then ice glistened on the pavement, a shiny, slick alert. I slowed the car. Once an out-of-control slide is started there just ain't no stoppin'. The best hope is for a slow spin ending with sheet metal intact, or a wagging fishtail of the rear end and then a graceful re-establishment of control. Sometimes luck saves.

"We might be ending this sooner than planned," I spoke in a calm, soothing voice to Maria. But the previous night's rain in Julian, relatively light, made minimal snow on our road. The road to Mt Laguna was very familiar. If I had to, I would reverse course in Maria's 530i, our 2005 sedan, and retreat to town. Without four-wheel drive I did not feel like taking a chance getting stuck and then being rescued by a local in a lifted 4WD pickup or being humiliated by a stern CHP officer. "No chains, son? Well let me get my ticket book..."

Lured on as if entranced, the scenery made it impossible to stop and go back. Golden oak leaves shone brilliant yellow against the morning light, our first sighting of fall colors. Tall pines blackened from the Cedar Fire of 2003, the biggest recorded California wildfire of the time, still held their ground next to their verdant cousins in silent admiration of the day. Sunlight bounced off the wet-black road dazzling us with the millions-of-diamonds sheen, reminding us of sugar on the crusts of apple pies back in Julian.

A brand new 5 Series passed us going down the hill, maybe going to Julian for morning pie and coffee. No chains on this car! No pile of snow on the roof either, so we knew there was no heavy snowfall.

The country store at the top of the road came into view, a relic from early years in the previous century. It's multiple dormers and mortared rock looked like a larger version of the witch's house in the forest. We crept into the parking covered in a thin crust of icy snow with the same sense of anticipation as Hansel and Gretel. The car thermometer registered 29 degrees at 10 AM. Brrr! Inside we knew there had to be something hot to warm our innards. A local dressed in denim and plaid stood on the porch smoking a cigarette, casting a wary eye our way. City folk, he perhaps thought, lacking common sense driving here in a BMW. Of all the durned fool cars to drive after a snow!

The local followed us inside and we chatted amiably while he prepared hot apple cider. Luscious measures of viscous red flowed from a plastic jug with a label exploding in blue and orange. The Styrofoam cups were quickly heated in a microwave. We inhaled steamy wisps of goodness, drawing in wafts of sugary fragrance. The cider was delicious. We wandered around the store, treading the wooden boards, probably cut from the forest outside. Black and white photographs of the Good Old Days showed cowboys almost falling off trick horses, ancient machinery driven by men in stiff clothing that offered little protection compared to our warm modern jackets. I was reminded of how difficult life was, and not that long ago. Here we were, atop the mountain in high style, enjoying the quiet of the forest, with no privation.

A car's buzzing exhaust on the road caught my attention. Any machine noise makes my head turn automatically, even in the middle of a conversation. It is a habit I resist, especially if I'm

talking to a young woman. The buzz came from a trio of dark-colored cars at moderate speed. Our apple juice was done. Time to split the scene.

Back on the road we agreed to stop at an overlook to check out the Anza Borrego desert vista below us, a contrast of a parched landscape in browns and greys. Parked in the lot were three BMWs. Our white sedan looked quite sedate next to these modified cars. We were like the maiden aunt observing her young nephews playing a dangerous game, maybe rugby. Fenders were lowered onto fat tires, wheels painted neon, angel-eye headlights shining amber, roof racks mounted for adventure, spattered mud on dark paint. These handsome cars covered with muck and dreck of the road lived as characters from an apocalypse. The car's smiling drivers were quite obviously members of the BMW tuner brotherhood and clearly not from dystopia.

"What are you guys doing out here?" I joyously shouted. I tried to win points with genuine enthusiasm despite the total lack of originality.

"Same as you're doing! Having fun!" came the immediate reply, a voice filled with the excitement of driving a Bimmer through pure nature on a chilly snow-morning. That was Eric.

So began a lively exchange with Travis Raftery with his E36 M3, Eric Dickenson in his E39 540i, and Charlie, from Charlie's Europeans, behind the wheel of his E46. Instantly, the happiest conversation began. Maria was smitten with Charlie's wrist tattooed with "BMW." Eric showed me his luxurious 540i and gave a rundown of modifications starting with the trunk with its custom stereo to the suspension modifications that gave the car more handling without sacrificing ride quality. Travis somehow got a word in edgewise competing with compulsive talkers gathered spontaneously in this accidental BMW world. Kinder fellows could not have been invented.

Pictures were taken. Business cards passed. Farewells cheerfully spoken. The three tuners started their engines with the *wrapwrap* of winding exhaust notes and, exercising due caution, reversed direction for their trip back to San Diego. Maria and I savored the calm, cool air, pulling in the scent of wet pine, fallen leaves, the earthy goodness of the outdoors.

Cold bit us, nipping like a terrier. An espresso waited for us back in Julian. Our spontaneous meet-up with Eric, Charlie and Travis lasted perhaps five minutes, way shorter than the drive we took to Mt. Laguna. Julian called for our return. It was time to break from our roadside reverie and regain some creature comforts. Those heated leather seats finally served a necessary purpose this morning.

Using caution, we tiptoed back to Julian. We sipped our coffee in the backroom of the local mill while watching wood smoke slowly curl from a chimney high on the hillside. After the drama and excitement of the morning it was enough just to sit in the quiet warmth again and enjoy the silence as sunlight graced us. Maria and I discussed where to buy the pie, the ultimate goal of the trip, the trophy to prove we had come to the end-point of the journey. We settled on our standby, the Julian Pie Company. There is always purpose, always a goal, but our accidental meeting with Travis, Eric, and Charlie will mark the day and provide a way-post in memory for this short getaway.

Driving a BMW is more than savoring wonderful machinery; it is a way to encounter the surprises of the world. That is a delight to us all, and enough reason to engage the next Bimmer driver in a conversation. Try it! ■

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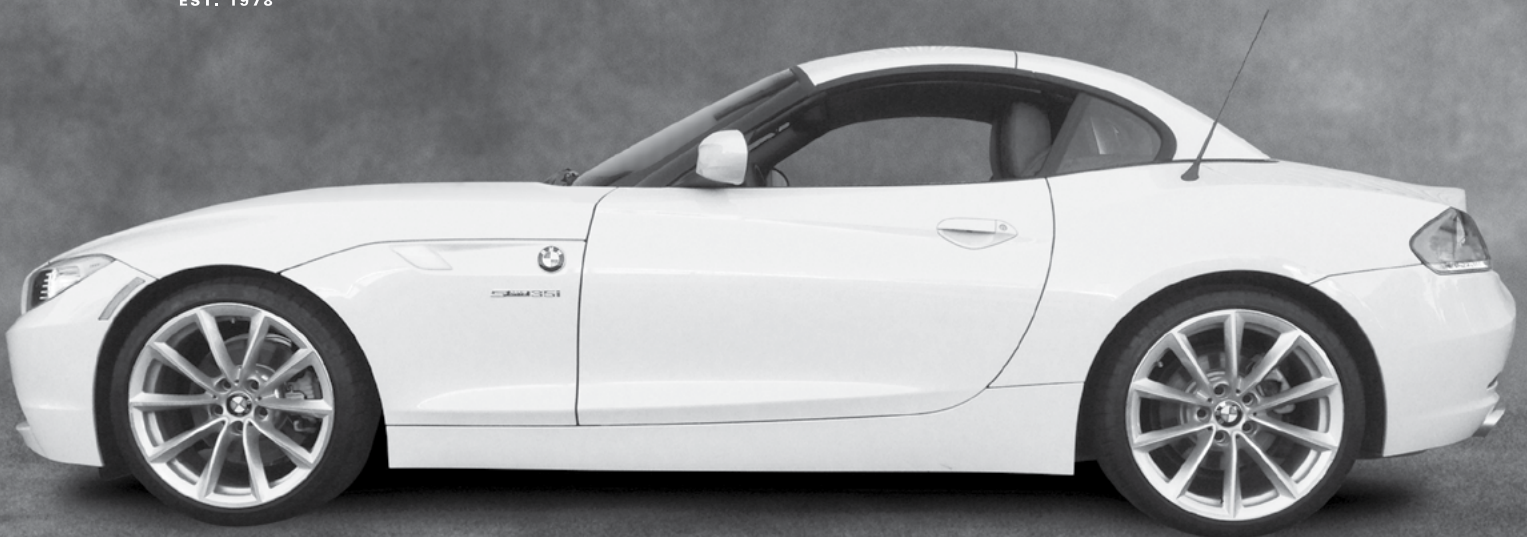


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Cambodian Traffic – An Adventure

by Steve Saeta

My work in the entertainment business makes planning my life a bit difficult. Shortly before Christmas I got a call asking if I could fly to Cambodia on New Years to work on a Netflix movie for a couple of months. Having some free time until my next project, I accepted the offer. Writing this now in late February, I have been in Siem Reap and Battambang with no time off. This provides you a frame of reference for the following.

Having had a heartbreaking conversation with the Blue Bomb¹, I plugged in the battery tender and kissed her goodbye. She did not take it well because she was fearful I would find another love in Cambodia. As things turned out she had nothing to fear.²

My first goal, besides work, was to find a racetrack and seek out a BMW or similar performance car. I thought it would be awesome to track in an Asian country. Turns out that was not to be. There are no racetracks here. There are no highways (at least in the ways of the Western world). There are no BMWs. Yes, you read that correctly: there are no BMWs. The closest thing I saw to a BMW was a Tuk Tuk³ with a roundel.

I was advised not to drive while in Cambodia; the company provided a small SUV and driver⁴. There were two very good reasons for my not driving in Cambodia. First, we were working in remote areas 20-30km from the hotel. And the streets are laid out like a pile of spaghetti⁵. In all honesty, central Siem Reap is on a sort-of-a-grid considering the meandering river. And the diagonal streets that shoot in every here and there offer head-scratching opportunities.

But the best part of being in Cambodia for an extended period is the E-Ticket⁶ value of being in traffic. I continue to try and learn the rules of the road but am convinced there are none. Zero. Nada. Do what you want when you want and expect others to do the same and, hopefully, avoid an accident. This may sound silly. And it is. But somehow, beyond my comprehension, it works. For example, my driver approaches a main street to make a right-hand turn. At any given moment a motorbike may pass on the right or on the left as we are turning. Better yet, an oncoming motorbike or car may make their left hand turn to the right side of our car as we are merging into traffic (meaning they are cutting in front of us and going down the wrong side of the street). I should not have just written that: I do not know if there is a wrong side to the street.

One day we were driving down a straight 2-lane boulevard and, approaching an intersection, I noticed the opposing traffic was heavy. An opposing driver near the back of the line needed to turn left so he did the appropriate Cambodian thing: he passed the line of cars and headed directly towards our car. I envisioned a head-on collision but my driver and the other driver must have had some sort of mental connection; his turn was made and my blood pressure returned to normal.

There are no 4-lane highways that I've seen. And traveling at night to either Battambang or Phnom Penh is considered very dangerous. Around Siem Reap it is lit well enough that you can see what is around but it doesn't mean anyone drives more sanely. When on the 2 lane roads it is customary to overtake and pass a slower vehicle, a feat that requires driving against opposing traffic. Hopefully all the oncoming motorbikes will be aware you are driving straight at them so they may move to their right. And hopefully oncoming cars and trucks will be aware enough to move onto their shoulder and allow safe passage.

You may wonder why I wrote this. There are two reasons. First, I don't know an audience who would appreciate the insanity of where I am better than my fellow enthusiasts. Second, Jean Helm⁷ needs material. I'm sure many of you can write more interesting material. Give it a try. We are volunteers in a club and everyone has a story. My next project will be in Morocco; if you don't want to read about that I suggest you write something. *

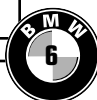
(Endnotes)

- 1 2006 E-46 M3, Interlagos Blue, Competition Package. Had an article in a recent Whispering Bomb.
- 2 My wife, on the other hand, kept asking "And when are you leaving?" to which I always replied "Not soon enough". Being married 40 years does have that effect.
- 3 For those who have not traveled in this part of the world, a Tuk Tuk is a motorbike (the primary source of private transportation) that tows a trailer with seating for up to 4. The Tuk Tuks have a cloth roof but are otherwise open air. For reference, think of the carriages you may have seen in western movies but replace horses with a scooter. Or, Google "Tuk Tuk".
- 4 Fortunately he spoke some English
- 5 In my travels I've found three basic models of urban planning: the grid system (think of LA or New York); the cattle or fortress system (cattle trails became roads or a town expanded in a circular fashion with each expansion becoming a new barrier to protect the city. Boston and Siena Italy come to mind). The last is spaghetti: someone makes a bowl of spaghetti, drops it on a plate and says, "This is our road system."
- 6 When Disneyland first opened (yes, I remember when it was being built) your parents would spend about \$5 for entrance to the park and a book of tickets. The rides ranged from "A" to "E". The Dumbo ride was an A, the Mad Hatter was B or C, the Matterhorn was E.
- 7 Our wonderful and gracious editor who gets frustrated when members do not offer material as deadlines approach.

*Editor's Note – I'm looking forward to hearing about Steve's Moroccan adventures.

Squeeze your brain:
1 3 5
2 4 ?
but the answer is not 6!
Think about it... ..

See
Page 15
for
Answer!!!





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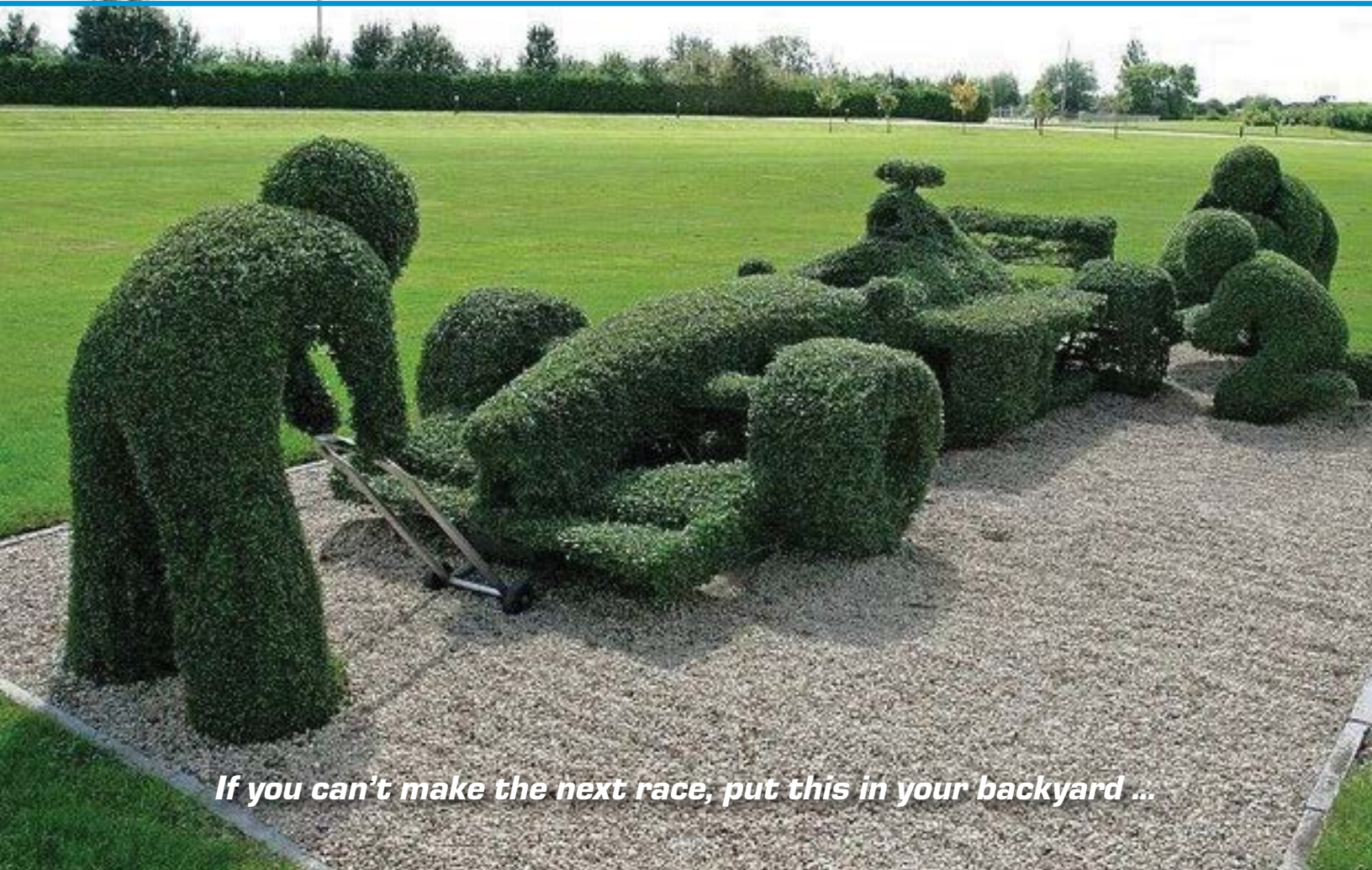
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If you can't make the next race, put this in your backyard ...



Only at our holiday party this past January will you find this many finely tuned and good looking BMWs all in one place. Our thanks to Kyle van Hoften for sharing these great photos with us.



A Fun Day in Thermal (in July, no less)

by Fred Larimer

Much is being said and written about the recently opened BMW Performance Center facility in Thermal, California. The Roundel's very own Nate Risch wrote about his experience attending a two-day M-school in his June 29th Digital Roundel piece and in his March 30th piece, here: <https://www.bmwcca.org/news/new-bmw-performance-center-west-thermal-club>.

On Monday, July 13, I had the opportunity to attend a customer appreciation event organized by McKenna BMW and long-time friend Kevin Hite, a LA Chapter member and one of McKenna BMW's Lease Portfolio Managers.

Our group numbered about 100 folks from various professions. After a breakfast and introduction of the BMW Performance Center team of drivers, we were broken out into groups and dispatched to one of four exercises; a track event (on the South Palm course), an autocross, and a combination drag race and full-stop braking exercise with a handling course (on the North Palm course) exercise.

The group I was in began on the South Palm exercise, a really nice track with a combination of corners and straights that allowed us to explore the M3's abilities. Any of you that have attended BMW CCA driving schools will be familiar with the "lead-and-follow" exercise; we were paired up two-to-an-M3, with four cars following an instructor showing us the preferred line, calling out the braking cones (via walkie-talkie radios tucked into the driver's door-pockets), turn-in cones, apex cones and exit cones. All basic things; however keep in mind our group was a cross-section of CCA'ers as well as folks that had not ever done any track-related events. It was a great, fun exercise and – if you were not already a believer – one that pretty well demonstrated the power, braking and handling of the F80 M3's.

Next up for our group was the Autocross exercise. Again in M3's; however this time we were four-to-a-car which greatly helped in figuring out where the course went (for those that were not the first driver). I made sure I was in the rear seat allowing me to learn the course (although being flung around an autocross as a passenger wasn't real kind to the breakfast retention program).

The M3's acceleration, braking and handling really showed through. These cars are so capable and have so much performance right-out-of-the-box it is simply amazing. Our laps were timed and recorded and at the end of the day the top three times would be revealed.

When we finished the autocross exercise it was time to escape the heat (a toasty 105 degrees) and enjoy a great, catered lunch. Kudos to the chefs – it was really, really good and gave us all a chance to re-hydrate, cool our cores and – not surprisingly – brag a bit to our fellow participants.

Post-lunch, my group went off to the drag strip exercise where we flogged the stuffing out of a batch of F82 M4's. This exercise seemed,



Kevin Hite, McKenna BMW Lease Portfolio Manager and long-time LA Chapter member, coaching us at the Autocross exercise.



BMW Performance Center Instructors provided hot-laps in M3's on the South Palm course at the end of the day. I think she is excited!!!

at first glance, pretty straightforward; one-two-three-go-on-three.

Drivers were paired-up, two-to-a-car, drag racing one another to see who got to the finish line first. But wait, there's more...the second half of this exercise was to stop the cars without running beyond the end of the brake-box. Yes, the first one to the finish line "wins" but the win wasn't declared final until you have successfully stopped inside the box. If you did not, you lost. A bit more challenging than it looked.

Let me say this about the M4's carbon-ceramic front brakes. THESE PUPPIES STOP. Really Well. Time after time after time after time. No fade, no how. Impressed me big time. I made at least 5 "runs" and waited on the brakes every time. Never once did they exhibit any fade. And everyone in our group of 100-plus did this exercise beginning in the morning and lasting until we loaded up to go home that afternoon.

By the way, the M4 makes a surprisingly good drag racer.

My group's final exercise for the day was on the North Palm course where we sampled the M235i, X5 M and X6 M. I was really impressed with the M235i. Touted as being a logical successor to the legendary E30 M3, I can definitely say yes, it is (as I own a 1988 E30 M3) – the car feels very "tossable", has intuitive steering feel, tremendous brakes, and great power. To me it feels like a closer incarnation of the E30 M3 than the E36 (I also own a 1999 E36 M3). Just know that I would love to park one in my garage.

The X6 M and X5 M were also driven on the North Palm course. If you get the chance to drive one, you won't be disappointed – the straightaway's seem really short and while these beasts look ponderous, do not be fooled - they brake and corner darned impressively. Darned impressively.

To add icing to the day's cake, the instructor group organized hot-laps around the South Palm course where they loaded three passengers in the M3's and showed us how it should be done. Following the hot-laps we were ushered back into the Performance Center building where we all received a SWAG bag of goodies and the three fastest autocross times were revealed to a hearty round of applause.

Thank you Danny McKenna and the team at McKenna BMW, and thank you Kevin Hite for making this opportunity available.

As a closing note, it just happened to be my birthday. Talk about a great way to celebrate!

On the North Palm handling course, participants got to drive M235i's, X6 M's & X5 M's while following instructors in M5's. The M235i was my personal favorite.



What a way to begin the day! Helmets were required for the exercise on the South Palm course.

Immediately after lunch, we gathered outside the meeting room prior to heading off to the afternoon exercises.



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of America
San Diego Chapter**



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My Electric Car Dilemma

by Bill Blowers

I've spent my professional career immersed in my chosen field of electrical engineering. Always fascinated by the possibility of an all-electric vehicle, I've been waiting patiently for a practical automobile powered exclusively by electricity. It's been a long wait.

I'm not considering a hybrid. The dual gasoline/electric motor is a good first step, has demonstrated performance and acceptance, but to me is only half the solution. Further, it makes a gasoline-powered car even more complex, which translates to reliability issues and maintenance costs down the road. An all-electric car, being a simpler mechanical device should be inherently more reliable.

Thomas Edison designed and manufactured a small number of battery-powered cars in the early 1900s. He even went so far as to develop a lithium battery, as the weight of available lead-based cells was prohibitive. Apparently, his cars had decent range and performance. However, a guy named Ford came along with a better idea—end of the electric car—for the time being at least.

To my mind, environmental concerns aside, an electrically-powered car must equal a gasoline-powered car in nearly every respect in order to be a practical alternative. It should be attractively designed, well-appointed, comfortable, possess excellent performance, and have decent driving range. With one notable exception, every electrical automobile currently available is woefully unacceptable in one important parameter—driving distance on a full battery charge.

As of February 8, there are thirteen electric cars to choose from. Eleven of them have driving distances ranging from 62 miles to 107 miles (manufacturers' specifications). Surprisingly, even the BMW i3 will only travel 80 miles on a charge. Call me snooty or picky, but those are really short distances in terms of modern automobile capability. Add to this, recharge times measured in hours, and they fall into the "You've got to be kidding me" realm.

In order to own one of these cars and have reliable transportation available 24/7, it would be necessary to have a second gasoline-powered car, or live close to reliable public transportation. Think about it. Take, for example, a car with a driving range of 80 miles—like the i3. Driving to and from work, a few trips around town to the kid's sporting events, a doctor's appointment, maybe the grocery store, and you're left with maybe 15 miles of charge. That's when your spouse calls, has missed his/her commuter connection and you need to drive another unexpected 25 miles. What do you do? Other than wonder why you spent \$43,000 on a vehicle that is basically a big toy. It doesn't use AA batteries you can simply pop in.

I enjoy driving. There's nothing like a warm summer day and a trip to Santa Barbara wine country with my lovely wife by my side. How do I do that in an i3 that will go 80 miles on a charge, and then wait untold hours for a recharge (assuming I can find a place to plug it in)? Sorry about that, it makes no sense.

The exception to this is, of course, the Tesla Model S. With the 85KW battery option it offers a range of 270 miles. Now that's impressive, especially when compared with the

competition. Not only is the travel distance approaching an acceptable number, the car's performance is outstanding. This passes my what-if scenario quite nicely, plus its rapid recharge capability makes it somewhat practical for long distance driving. However, there are complex interacting factors that affect the accuracy of the prediction of 270 miles. Speed, night or day driving, air conditioning and heating requirements, temperature and age of the battery, and more enter the picture. Tesla's driving distance assumes 55 MPH. Can you envision traveling highway 15 to Las Vegas, at that speed? You'd be blown off the highway!

Tesla founder Elon Musk recognized the need for on-the-road recharge and is in the process of building super-charging stations throughout the nation - very cool. And recharging is free to boot! Beats the heck out of the cost of gas! Barstow has a super charge station that will handle eight cars at a time; pretty good unless there are 16 cars waiting in line. However, assuming that I can get in, a little over a half hour later, the car is nearly full and off I go, getting to Vegas with charge to spare, and the money saved on gas in my pocket. The down side is 30-45 minutes for the recharge vs. 2-3 minutes to fill a gasoline tank. An inconvenience, but one I can probably learn to live with. I usually stop for lunch anyway, so why not in Barstow?

No, this isn't an ad for Tesla and I don't own one, not yet anyway. There's a pesky little matter of roughly \$85,000 to contend with. I'd really like a better handle on actual mileage under Southern California conditions, like hot summer days, fast freeways, and mountain driving. But if I do decide to take the plunge, keep an eye out for an ad for a pristine, low mileage 2004 Z4 3.0i, six speed, sterling gray, beige extended leather interior—the kind that's not made anymore. ■

FINALLY! Electronic WB Delivery

This is really the issue where we will be delivering the electronic Whispering Bomb. We are using our eBlast system to deliver it, just like we send you announcements about chapter events.

Calling All Chapter Members

In the past, we have published guidelines for contributing to the Whispering Bomb. (See Summer 2015 Issue page 3). From that we had several new chapter members write articles for this issue. I would like to encourage more of you to contribute to the next issue. Basic rules are that you should be kind, not use foul language, and not speak unkindly of anyone. If you have a picture that relates to your article great! We just need it in 300 dpi or better. If you don't have a photo, no worries. Write something amusing, informative, or show your love for your BMW. We look forward to hearing from more of you.

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The Horse and The Monk

by James Chew

The 2016 BMW 328i and 2016 Mercedes C300

It's a book. All this time, I thought the Monk in Munich's city symbol was holding a beer. I must remember NOT to ask the friendly waitresses at Munich's Hofbrauhaus about such things.

And the Prancing Horse on Stuttgart's city symbol looks familiar. A friendly barmaid told me that the name Stuttgart is derived from a German word that means "stud farm." And it IS the same Prancing Horse that's used for the Ferrari logo. Now I really need a beer.

I pondered such things during the two-week long evaluation of the 2016 BMW 328i and the 2016 Mercedes Benz C300.

BMW planted the seeds for the current "entry level" sports sedan market 40 years ago when they launched their North American "Ultimate Driving Machine" brand campaign with the E21 3 Series. Seven years later, Mercedes Benz launched their 190 series, known as the "Baby Benz". That same year, BMW launched the iconic E30, which included a 4-door "saloon" model. And while both were outstanding driving vehicles, both manufacturers ignored the features demanded by their growing American market. But when both Lexus and Acura entered the entry-level sports sedan market 26 years ago, both BMW and Mercedes started to pay attention to their American customer base.

Both the 2016 BMW 328i and the 2016 Mercedes Benz C300 reflect the spirits of their respective headquarter cities.

Since the 1880's, Stuttgart has been an industrial pioneer. It was during those years Gottlieb Daimler invented the automobile, followed by Robert Bosch opening his first "Workshop for Precision Mechanics and Electrical Engineering". It's no wonder that Mercedes Benz have always been distinguished by their precision design, engineering, and manufacturing, proudly living up to their "The Best or Nothing" slogan.

As the capital of Bavaria, Munich has historically been an art and cultural center. It's most famous residents include Mozart, Wagner, and Ludwig II (the fairytale king). So while BMWs share the same German precision engineering and manufacturing characteristics of a Mercedes Benz, the BMW design and system engineering have a distinctively artful soul. And it's that artful soul that makes BMWs the "Ultimate Driving Machine".

When examining both exterior designs, the Mercedes seems stoic while the BMW seems to be just as business like, while giving us a subtle wink.

"Precision" comes to mind when approaching the C300. The crisp lines, the rear boat tail, the aerodynamic trunk lid, and bright trim give the Mercedes an upscale business like look. One would expect the C300 driver to be dressed in a business suit.

With the 328i, "fluid" seems to be the best word to describe the exterior design. While exuding the same upscale feel as the Mercedes, the BMW design has "fun" undertones. Perhaps it's the Hofmeister kick/kink that gives the BMW that "fun" spirit. If the BMW driver had reason to wear a business suit, Salvatore Ferragamo driving shoes would complete the ensemble.

Both vehicles have attractive interior designs. It should be no surprise that Mercedes interior looks like an upscale executive office while the BMW looks like a driver's lounge. However, both designs seem to have included the infotainment screens as an afterthought. Perhaps both are working with Apple and Samsung to eventually transform that area into iPad or Tablet docking stations.

And both interior designs now acknowledge American ownership habits. The front and rear cupholders can easily accommodate the Starbucks Venti size cups (oddly enough, we didn't notice the cupholders in either vehicle during our recent European trip). And both vehicles have dual folding rear seats to easily increase the vehicle's cargo capacity.

But the major difference between the design philosophies is most apparent when driving both vehicles.

The C300 exhibits an all business-like driving demeanor. After shifting the automatic transmission from park to any drive gear, the seat belt immediately tightens for both the driver and front passenger. It's as if the car is saying, "OK, we're going to drive and be safe". The 2.0-liter turbocharged, four-cylinder engine produces 241 horsepower and 271 foot-pounds-of-torque and is coupled with the electronic 7-speed automatic transmission. While a very nice experience, one feels like a ship Captain when driving the C300, where the vehicle quickly repeats every driver command before the maneuver is executed.

Driving the 328i makes one immediately understand why BMW is the "Ultimate Driving Machine". With the now familiar "TwinPower Turbo" in-line four, that produces 240 horsepower and 255 foot-pounds-of-torque, coupled either with the 8-speed automatic transmission or a 6-speed manual shifter, the



3-series just wants to be driven. With this car, you'll want to take the long way to every destination, especially if that route includes interesting driving roads.

Think of the 328i as the Barden Bellas and the C300 as "Das Sound Machine". Then you'll have an idea of the contrasts in driving experiences.

With the four cylinder engines and "auto stop/start", both vehicles achieved average fuel consumption in the high 20 MPG.

Comparably equipped, the C300 is slightly more expensive than the 328i. The price difference between the Mercedes and the BMW is much more if one selects the Mercedes pre-paid maintenance package. And while the BMW does give the buyer the option between a 6-speed manual and an 8-speed automatic transmission, the C300 simply has a 7-speed automatic transmission.

BMW and Mercedes have taken different approaches to

the "entry level" sport sedan. They are not direct competitors, rather they appeal to the different tastes within that market segment. A BMW driver will feel isolated driving a Mercedes while the Mercedes buyer will feel the BMW is a little too rough. The biggest accomplishment of these two vehicles is that they have expanded the "entry level" sports sedan market. In addition to these two segment leaders, today one can select from a number of products, including an exclusively American interpretation (the Cadillac ATS), a Japanese interpretation (the Lexus), a Korean alternative (Hyundai – yes Hyundai), and a "Quattro" alternative (the Audi A4).

We thank Levant Inal, sales manager at BMW of Alexandria, for the use of one of their in-stock 2016 BMW 328is for the photos. We couldn't test the BMW at the same time as the C300 and appreciate the support of our local area BMW dealers. ■

"Driving the 328i makes one immediately understand why BMW is the 'Ultimate Driving Machine'."

Five Questions – Louis Goldsman

1.) How did you decide to run for the National CCA Treasurer position?

I was known by Club people through my activities with Club racing and people I knew in the Golden Gate Chapter. The National Treasurer at the time, as well as the previous National Treasurer encouraged me to run for the position.

2.) How long have you been our National CCA Treasurer?

I've been the CCA Treasurer for 13 years. I did not intend to serve that long; in fact, as a member of the CCA Board, I encouraged the Club to institute term limits. When I became Treasurer, terms were 2 years and then when we instituted term limits, the terms were increased to 3 years each and staggered. At the time of the changeover to the new term limits, I served a one-year term.

3.) What was the most challenging aspect of being the National CCA Treasurer?

I think the most challenging was the IRS audit that the Club went through. There was an IRS Auditor who wanted to prove his theory on how IRS regulations for non-profit organizations should be interpreted. His position would have been very costly for the Club. I was lucky that before I retired I was a recognized expert in interpreting Government regulations. Although the initial IRS findings were not favorable to the CCA, after 6 years of discussions I was able to help the Club achieve a favorable outcome. It was satisfying that eventually, the IRS agreed with our position and us. The IRS audit is the reason I stayed on the board for 13 years.

4.) I know your tenure is coming to a close. How have you found the experience?

I loved it; the people you meet and the ability to get involved in various chapters' activities. As part of the Board, I am more than just the Treasurer so I am involved in many other activities such as Oktoberfest and Legends of the Autobahn. It really was a large part of my life and I was lucky to devote a lot of time to events throughout the country. I had a great time.

5.) What are you going to do with all of your spare time once you step down?

I really do not think I'll have any spare time; I have a list of things that I've been meaning to get to – I'll have time now to do some of those things. Additionally, I am still a trustee of the BMW Car Club of America Foundation and also their Treasurer. The CCA and Foundation have shared goals and objectives so there is a lot of interaction between the two organizations.



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Twilight of the Manual Transmission?

by Jorge Diaz-Amador

In the mid 1980's, when I reached driving age, I was fascinated by manual transmissions. Every car that was currently or previously owned by my family had an automatic transmission.

In those days that meant a transmission with a torque converter, 3 forward gears and (horrors) column shift. While it was possible to operate the shifting manually, it was extremely clunky and slow to shift.

In contrast, at that time, practically every legitimate performance car had a manual transmission. All race cars, except for specialized drag racing cars, had manual transmissions. And for the vast majority of those performance cars, the manual was the only transmission offered. Almost universally, driving enthusiasts thought of automatic transmissions on performance cars as the "poseur option". And that option was rarely offered.

The advantages of the manual were unbeatable at the time: the manual transmission had better performance (lower 0-60 mph and 1/4 mile times), better fuel economy, better durability, lower weight and to top it all off, it cost less! Never mind the fact that the manual transmission had not been fundamentally improved since the early 1950's, it was still superior.

The only disadvantages of the manual transmission were: It was more difficult to drive, compared to just "stab and steer" with the auto. Skill was involved. The manual also required periodic clutch replacements.

My first car with a manual transmission was my first generation Mazda RX-7 with the 13B rotary engine. It had a five speed manual like most performance cars of its day. And it was only offered with the manual - you could get an auto only with the lower powered 12A engine.

I cut my manual teeth on that car. I always tell people that once you get the basics of driving a manual, it takes a month of daily driving to get really smooth. But it doesn't take that long to get the basic skills, even if you are a bit jerky with your shifting you will get to where you are going. And the best part is that once you learn that skill, it stays with you forever - it really is just like learning to ride a bicycle.

In 1992 I got a chance to attend the three-day competition driving course at Skip Barber in Sebring, Florida. We trained in Formula 1600's, also called "Formula Fords". These cars had four speed manual transmissions with straight cut gears and no synchronizers.

A synchronizer is a device that matches speeds between gears (the driving gear and the driven gear) before they are allowed to mesh. These "synchros" prevent the dreaded gear grinding sound when gears are brought together with too big a speed difference to mesh. Synchros make driving a manual transmission much easier because, when downshifting, you can just push in the clutch and shift to the lower gear. The synchros will match the speeds of the two gears, and in many transmissions will prevent you from shifting down if the speed difference is too high.

Attending the Skip Barber course, I already had a few years of manual driving under my belt. Then I found out that in these Formula Fords, we would have to master heel-and-toe downshifting with double clutching. Since these car's transmissions did not have synchros, we would have to manually match the gear speeds while downshifting. These instructors

wanted us to operate all three pedals at once with only two feet.

The procedure went like this: apply the brake, push in the clutch, push the shifter into neutral (the position in-between gears), let out the clutch halfway and blip the throttle with the edge of your foot while maintaining pressure on the brake, then push the clutch in fully, shift into the lower gear, blip the throttle again and shift into the lower gear. No problem, right?

Imagine: you needed to do that while approaching a corner at about 80 mph, with your butt 4 inches off the ground, and do that whole procedure before corner entry.

We did an exercise where we were finally going around the whole track. After the fastest corner, where we were approaching the Formula Ford's top speed on the straightaway, there was a gate of two cones. We were told to pass the gate in full throttle and fourth gear, then brake and do heel and toe double-clutch downshifts from fourth through first gear, and come to a complete stop by the second set of cones.

The second set of cones was about 100 yards past the first. There were cars stopped at the second set of cones. The first time I did the exercise I was convinced I was going to put the nose cone of my car right into the transmission of the stopped car ahead (these are mid engine cars with the transmission in the rear). I was shocked when I had come to an almost complete stop with nearly half the space remaining. And I had done three heel-and-toe double-clutch downshifts!

After reading the foregoing, hopefully you will understand why I, and many others like me, have such a strong association between manual transmissions and sporty driving. It takes time and dedication to build those driving skills. Once you have done so, you feel that you have something to be proud of. Something that sets your driving skills apart from the average driver on the road.

Also, something that wasn't an issue back then but is very significant now: you have to be focused on driving and using both hands and both feet. Back in the early '90's people rarely used their mobile phones while driving (if they even had them). Texting, in-car navigation, and the absurdity of connecting to the likes of Facebook and Twitter while driving was decades in the future.

Today the true manual transmission is a rarity. I currently own a 2009 E92 335i with 6-speed manual and Sport Package. I'm amazed by how rare that combination is. I see E90 series 335's all the time. Every time I look in the window of a parked one I see the auto shifter. I can recall seeing manual E9x 335's only about three times... and two of those would have been parked at a BMW CCA club event.

The official statistics seem to confirm my impressions. According to the U.S. EPA, in 1987 29% of new vehicles sold in the U.S. had manual transmissions. By 2010 that dropped to just under 4%. That percentage has increased slightly in the last few years, but will that trend hold?

I couldn't find production numbers for the E90 series that broke down between manual and auto except for the M3. In the case of that car, 45% were manual. If I had to guess, for the E90 series (no-M335i's) I'd be surprised if that number was more than 5%. Everyone I've ever met that owns one had to special order it or if they bought used, had to search for months to find their car.

So does this mean the end of the manual transmission? Only time will tell.

The next article in this series will cover the new high performance automatic transmissions (SMG, DCT) that are now being offered by BMW. ■

When Forrest Gump Buys Wheels

by Mark Buehler

Stephanie and I were driving Nikita, our '15 M235i, south on the 5 Freeway through Camp Pendleton on our way to in Solana Beach for lunch and some sport shopping.¹ Traffic sucked. No surprise there, but traffic sucked at 85 mph, which was seriously weird. An even bigger surprise came when about a dozen slammed, jellybean colored cars started weaving through traffic moving at about +10 and generally made the drive harrowing for everyone.

Since my masculinity isn't tied as tightly to stupidity as it once was, I just let them go by rather than joining in.² The funny thing was, they never actually got very far ahead of me. In fact, I just ended up passing them repeatedly just by looking down the road and paying attention to the traffic flow. One of the guys eventually pulled up next to me, smiled and nodded, then tucked in behind me. Then another one pulled in behind him. The three of us just cruised down the freeway while the rest acted like idjits, never got very far ahead - and we never got very far behind.³

It was Stephanie that noticed the difference between the cars. The two guys cruising along with us had lowered cars and were running aftermarket parts including wheels and tires, but they seemed to have tires that fit the wheels, wheels that fit within the fenders, and actually seemed to take the time to get a wheel alignment when they were done.

The other guys had skinny tires stretched on overly wide wheels that not only stuck way out from the fenders, but were cambered out to a fair-thee-well. Which prompted a question from Stephanie, "Is it just me, or is that a really dumb idea?"

The answer is intuitively, "yes," but lets talk about why. In fact, it's really dumb for a lot of reasons. Some of it is pretty basic, so those of you who know this already, feel free to skip ahead. Here's why Forrest Gump would never drive one of those jellybeans.⁴

Initially, the only part of your car to actually connect you to the road is the tread, so you want to maximize the tread contact with the road. If you use stock tires with a big, fat wheel, that contact patch is actually smaller and you therefore lose grip. If you're setting up a drift car, that's sort of the point, so party on. Otherwise, it's not going to work. Also, you end up driving on the outer sidewall when cornering with a stock alignment. The flip side of that is, if the wheel is cambered out, you get accelerated wear on the inside edge when you're driving straight. That's not what sidewalls are for: First, sidewalls wear like crazy, and second, when properly sized and installed, sidewalls help absorb road irregularities, so by adding little tires on too-big wheels, you've just made your car ride like crap too. Oh yeah, and all of that camber makes the car very darty and unwilling to go in a straight line.

If you've up-sized both the wheel and the tire, you might break even on the contact patch and grip, but you're still hosed

on tire wear and ride. Plus, you're hosed on performance too. Those larger wheels and tires are heavier – much heavier -- unless you spent serious money on lightweight wheels. That increases unsprung weight⁵ and rotational inertia. So you're using more of your power to accelerate, and taking more time and distance to decelerate. Meaning you're slower than you were before. And you eat brake pads faster, sometimes at an alarming rate if they're a softer compound.

The extra weight also makes handling more challenging on uneven surfaces. Here's the basic math: If 30-pound wheel and tire packages hits a 2G bump, that generates 60 pounds of force. If a 50-pound wheel and tire package hits that same 2G bump, then it generates 100 pounds of force. Which means you need more and heavier suspension components to deal with it, meaning even more unsprung weight. It's a vicious cycle. And lets not forget that big, fat wheels increase aerodynamic drag.

Like almost anything else, taking wheels and tires to extremes is a bad idea. A slight bump in width without increasing the diameter can frequently be a good thing, even on a stock suspension, but everything has to balance out.

Did it balance out for these guys? Not really, at least not for one of them. One of the red jellybeans hit the gas hard to make a pass, and a huge cloud of oil smoke came barfing out from underneath. He made it to the side of the road and shut it down pretty quickly, so maybe the damage wasn't too bad.

Is that a direct result of the bad wheel and tire choice? Probably not. But I'm guessing that the choice in wheels and tires and the choice to drive like a goober both came from a similar place, that unpleasant area where masculinity, stupidity, testosterone, and self esteem all go to beat on each other until one comes out the winner. Or the loser.

Sometimes, there really isn't much to distinguish them.

(Endnotes)

- ¹ Stephanie got a hand-made Ikebana vase, two pair of Ecco shoes and some earrings. I got a really good turkey sandwich at Lockwood Table.
- ² Plus, I figured someone would rat them out to the CHP.
- ³ My part in this was so under the radar, Stephanie didn't even notice for almost half an hour. The triple digit rule never even came close to being commented on, let alone being enforced.
- ⁴ "Stupid is as stupid does."
- ⁵ The term, "unsprung weight" threw me for years until somebody used little tiny words to explain it. Here are some little tiny words: It's the weight of the suspension, brakes, wheels and tires. The rest of the car is "sprung weight."



Los Angeles Chapter - BMW CCA Board of Directors & Staff

The **WHISPERING** bomb is published four times a year for the members of Los Angeles Chapter of the BMW Car Club of America (formerly the BMW Automobile Club of America, Los Angeles Region), and our friends in the BMW motoring community. Since October, 1970 it has been carrying information about our club and BMW's many successes throughout the world. The ideas and opinions expressed are those of the authors. The editor ... publisher ... BMW ACA ... BMW NA ... BMW CCA and authors claim no liability for authenticity or correctness. Modifications to a new BMW may be cause to void the warranties.

The Los Angeles Chapter of the BMW Car Club of America (BMW CCA - LA) was founded in 1970 as the BMW Automobile Club of America – Los Angeles Region (BMW ACA - LA). As a separate club, the BMW ACA - LA was affiliated with the International Council of BMW Clubs and BMW Clubs Europa eV. In 1997, the BMW ACA - LA merged into the national BMW CCA and became the Los Angeles Chapter of the BMW CCA. The BMW CCA continues to maintain those relationships with the worldwide BMW community. The LA Chapter has grown from a few charter members in 1970 to a current membership of over 3000, one of the largest BMW CCA chapters nationwide. The Chapter includes members from Santa Barbara, to Orange County to the Inland Empire. We invite Chapter members and all owners of BMW cars to join us at our various activities. General meetings/events are open to all and are held in various venues throughout the Chapter's territory. The time and place for each event is announced on the Chapter website. The Board of Directors also meets regularly, and members may attend those meetings as well. To attend a board meeting, you can contact any board member for additional information. Upcoming events such as autocrosses, driving schools, wine tours, open houses, are also announced on the chapter website, via eBlasts and in the **Whispering** bomb. Come join us at an event, you won't regret it.

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CLASSIFIED



FOR SALE: 2004 Z4: 4USBT53524LT26952, Sterling Gray, 61106 miles, 3.0i. Original owner. Mint condition, always garaged, maintained per "Old School BMW

Maintenance Schedule." Oil & filter change every 5K miles. Extended leather beige interior, wood trim, premium sound w/DSP, satellite radio, six-speed manual. Premium package, fully automatic power softtop, power windows, power seats w/ memory. Sport package, 18-inch alloy chromed wheels, sport suspension, sport button, heated seats. Built in K4 radar detector. All records available. \$14,500.
Bill Blowers, 661 803 1987, bill@williamblowers.com. Full pictures available – send e-mail.

FOR SALE: 1600 motor cylinder head for sale. Good condition. \$300.
Contact Mike Buhbe at mikebuhbe@yahoo.com or 562.598.2269

Schedule of Events

MAY

The 2016 Jack Cavanaugh Memorial Car Show, Clean Car Contest, and Charity Auction

MAY 15: This annual event, held at San Diego's Spanish Landing, is a favorite of BMW and Mini enthusiasts. The auction always has great items and the proceeds go to a good cause. See the ad on page 10 in this Whispering Bomb for details.

The Vintage

MAY 20 – 22: BMW CCA Asheville, North Carolina. Info: www.bmwcca.org

Bimmerfest

MAY 28 – 29: Annually held in the Los Angeles area, this year we are at the Auto Club Speedway in Fontana. This is the quintessential BMW gathering, with something for everyone. Whether you like new BMWs, old BMWs, bone stock or highly modified BMWs, quietly purring or loudly roaring BMWs, it's all here. Drop by the BMW CCA booth and help recruit a few new members.

JUNE

Huntington Beach Concours d'Elegance

JUNE 4 – 5: The 31st annual Concours will be held this year at Huntington Beach Central Park. On Saturday, enjoy "Rods, Customs, and Rats in the Park". On Sunday, they are saluting BMWs from all years in their Imported category and Cadillacs in their Domestic category. They always need volunteers. Go to their website for more information – www.hbconcours.org.

JULY: We are taking July off to get ready for BMW's 100th Celebration and Oktoberfest in Monterey. We hope to see you there!

Celebrating 100 years of BMW Excellence

2016 is a special year in that BMW will be the featured marque at the races in honor of BMW's 100th anniversary. Details are still coming together but it will be year you will not want to miss. If you've attended the Oktoberfest in the past, note that this year will be a much grander affair for BMW CCA members and BMW enthusiasts.

AUGUST 19: *Legends of the Autobahn* at the Nicklaus Club in Monterey from morning to mid-afternoon. Now in its seventh year, the Legends Of The Autobahn® concours has become a local and regional sensation. Learn more at www.legendsoftheautobahn.org.

AUGUST 20-21: *Festorics* at Mazda Raceway Laguna Seca Raceway from morning to late afternoon. These vintage races will celebrate the mystique of BMW and our appreciation for the marque. Learn more at www.festorics.org.

AUGUST 21: *Pebble Beach Concours d'Elegance* at the Lodge at Pebble Beach. For those of you who appreciate fine cars, an event to certainly attend during your week on the Monterey Peninsula. Learn more at www.pebblebeachconcours.net.

AUGUST 23-28: *BMW CCA's 47th Annual Oktoberfest and BMWs 100th Anniversary Celebration* will be headquartered at the Hyatt Regency Monterey. Events will be held here as well as Holman Ranch and Mazda Raceway Laguna Seca. There are too many events happening this week so please go to www.ofest.bmwcca.org for more information.

AUGUST





BMW is 100!

The WB would like to thank the BMW CCA Foundation for this issue's back cover graphic.

To order a t-shirt with this graphic, please go to:

<http://www.bmwccafoundationstore.com/index.php/catalog/category/view/s/featured/id/227/>