



DAS RAD



NEWSMAGAZINE OF THE CENTRAL CALIFORNIA CHAPTER BMW CCA

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Sweetheart's Brunch...Good food. Good times!
Other club stuff inside...



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Statement of Purpose

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Come to the meetings!
Add to the fun!

President's message...

Seems like we hit the ground running in 2015, we're already into March, which is incredible. As they say time flies when you're having fun, right? We've had two great Meet-N-Greets and an outstanding Valentine's Brunch! We have some great driving activities in the final stages of planning including our high performance driving school at Buttonwillow which is now open for registration. Keep an eye on our calendar as new things are added almost monthly, and we hope to see you soon!

Frank Vasquez

President, Central Calif. Chapter, BMW CCA

Editor's Message....

Not much to say other than a big thank you to all who contributed to the content included in this issue. Makes my work much easier! Enjoy...

Wayne Wundram, Editor, DAS RAD

2015 Calendar of Events

Mar. 4

Monthly meeting

Sequoia Brewing Co, Fresno

April 1

Monthly meeting

Sequoia Brewing Co, Fresno (tentative)

April 19

Autocross (need volunteers!)

Visalia Airport (See details in this issue)

May 6

Monthly meeting

May 8

Driving school

Buttonwillow (need volunteers!)

Classified

For sale: 1985 E30 hood bra and full bra \$25.00 call Ken Robertson 360 460 9074

For sale: BMW 320i (e21) Roll bar, racing style mfd. by Autopower.

Complete with cross brace, window net and all mounting hardware. Could be modified for e30???? \$300.00 firm. Local pick up only. Contact Wayne Wundram 559 734 3298 or bmwayne@aol.com

For sale: 1977 320i, needs restoration, Has new fuel lines and injectors. Comes with euro bumpers and several new items. Needs paint, brakes, windowseals, etc. Asking \$1000. Contact Richard... rjkoch65@yahoo.com

Autocross !!! Sunday, April 19 Visalia Airport

You are invited to join the Central Calif. Chapter BMW CCA for it's Spring autocross. Test your driving skills on a challenging course. This is open to any licensed driver. No club affiliation needed.

Registration 8:00 AM
Practice runs 9:00 AM
Timed runs After Lunch

\$30 for BMW CCA Members
\$40 for non-BMW CCA Members
\$50 to Autocross and join BMW CCA (1 year membership)

For more info visit:
www.cccbmwcca.wordpress.com

Or, contact Terry Eidson at wteidson@comcast.net

Come and play.....!

Central Cal Honors Sweethearts!

As you can see from the pics on the front cover (photos by Eddy Funahashi...thanks!) we had a good turnout at our annual Valentines Sunday Brunch. Even though this was held on the 15th the spirit of the celebration held true as Cupid's arrows found their marks a day late.

Event organizers Marilyn Willers and Mary Belemjian are to be congratulated for their efforts and a big thank you for hosting this event.

Buttonwillow Driving School Registration now open! Friday, May 8, 2015

You now have advance notice that our high performance driving school will be held on May 8. Any enthusiast can participate. Please see details on the registration page on Motorsport-reg.com. No club affiliation is necessary.

We also need volunteers to help manage the event. Please contact Terry Eidson if you can help us out. Should be great weather!

Brands you trust.



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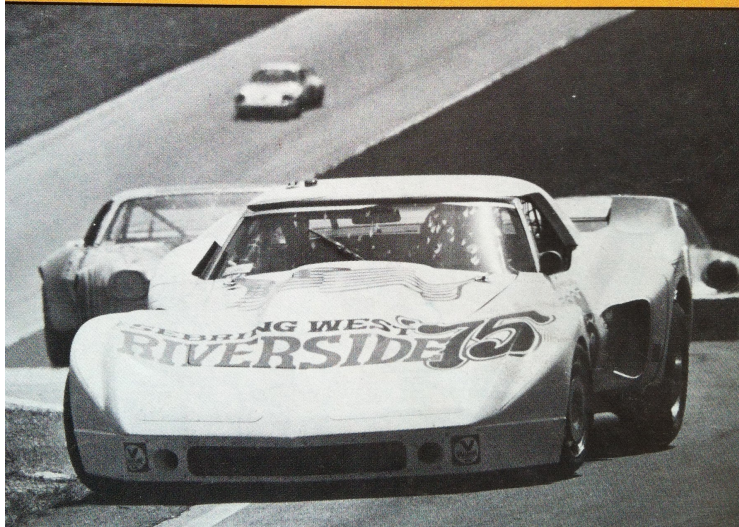
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SIX HOURS OF RIVERSIDE



Desperate Racers

By
Jeff Willers

The following is a true saga that could be entitled A Day at the Races because the events described herein are not unlike those in the Marx Brothers film of the same name. The tale begins on a late Thursday evening before the six-hour Camel GT Challenge race at Riverside International Raceway in May of 1975. "Famous" local race car driver PJ called Mike, my roommate, to say he had procured a Corvette to run in the Camel GT Race.

At this point, things had to happen quickly as qualifying was scheduled for the next day, and the car was still broken from the Seca race the weekend before. And, oh yes, it was in Modesto. Mike and PJ dropped everything, trucked north to get the Corvette, made a quick U-turn and headed south to Riverside.

The Slipshod Racing van, race car and skeleton crew (consisting of driver and co-driver) arrived at Riverside well after Friday qualifying ended with the race car not yet in running order (meaning not running at all). This left the following items to address before the 3:00 PM start on Saturday: 1. Repair a broken header; 2. Wire and instal night-time driving lights; 3. Repair the voltage regulator; 4. Get the car through tech inspection; and 5. run as many practice laps as possible in lieu of qualifying. With a precious 15 minutes left in practice with only the first repair item completed and the rest of the crew finally on site, the Corvette roared to life and delivered to PJ only four practice laps before the checkered fell on the final practice session.

This situation left co-driver Mike in a very peculiar position. He had his competition license yes, but had never driven nor even seen the Riverside course before nor had he ever driven or raced anything with more than four cylinders! At this point, Mike wisely albeit graciously declined the offer to co-drive. So the crew now had to address items 2-4 on the repair list plus find a co-driver. We had four hours!

Now this Corvette had been described to us as a pile of manure and indeed it seemed to be as people flocked around us like flies to watch our feverish repairs. We fielded every question with the standard, "I don't

know....", because none of us had ever seen the car before nor had any of us had experience with Corvettes. Perhaps our seemingly secretive answers led people to believe this was the famous and highly touted Greenwood Corvette, when in fact, the Greenwood car had long since blown up and gone home the day before. But we continued our "secretive", feverish pace to prepare the car.

At 10 minutes before race time, we coerced a Pinto driver from the just concluded BF Goodrich Radial Challenge (under 2 liter) race to co-drive. We begged and borrowed quick fill gas cans from Walter Maas, and wheeled the Corvette to the back of the starting grid with the voltage regulator still not working. The car was now running only on the battery.

As the starter's flag dropped, the Corvette and the rest of the pack roared off into the glaring afternoon sun. After the first lap, our car managed to work its way up from last place to a respectable 36th position, passing three cars in one fell swoop. But our fortune was to change on lap four as we made our first of ten pit stops with a left rear flat tire. Being over-prepared as the Slipshod Team was, we replaced the 18-inch wide Formula A flat tire with one of our two spares (yes, we had two spares, now one) and sent PJ back on his way in eager pursuit of the three last place cars again.

(To be continued in the next Das Rad...)

Local BMW Car
Club Hosting
Autocross!

BMW Car Club
of America
Central California Chapter



Visalia Airport
Sunday, April 19, 2015



\$30 entry fee
\$40 for non-members, or \$50
includes a one-year membership!
Registration at 8:00 AM. Practice
begins at 9:00 AM. Timed runs
start after lunch. Event ends at
approximately 3:00 PM.

Southwest side of airport, by Visalia
SPCA. Drive clockwise around
airport to enter.

An autocross is a driving event, timed against the clock on a closed course with short straight sections and slalom-type curves that tests the car's handling and the driver's cornering skills. The event is open to all cars and drivers with a valid driver's license. Although any street legal or race car may enter, the following requirements will pertain. Seatbelts (factory or race type) and helmets are required. There will be loaner helmets available. Cars will be inspected for safety before they run. Convertibles with factory installed or race application roll-over protection are acceptable.

For more info,
visit:

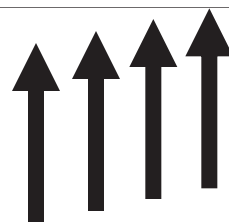
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Newsletter for Central California Chapter
BMW Car Club of America

Central Calif. Chapter
BMW Car Club of America
PO Box 2587
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BMW makes Hagerty's list of future collectables!

BMW M4 Convertible (\$73,450): The M3 and M5 have been the go-to cars for BMW Motorsports junkies since the late 1980s. The M4 offers those fans the silky torque of a twin turbo, inline-six engine but perhaps, more importantly, it's the only M-car, other than the pricey M6, that can be had as a convertible.

Also on the list... Alfa Romeo 4C Launch Edition, Chevy Camaro Z28, Corvette Z06, Dodge Challenger Hellcat (707 HP, Yeah, baby!), Ford Mustang GT, Mazda MX-5 Miata 25th Anniv. Edition, Mini John Cooper Works Hardtop, Subaru WRX STI Launch Edition, and the Volkswagen Golf R. (Add 'em to your 401K!)



Rick's Ramblings.....

by Rick Kapheim

What is it about BMW commercials??? Mercedes has "The Best or Nothing", Audi has clever ad spots that win awards, even Ford has great ads for the Mustang.

BMW has granny in the backseat. I want loud music by the Rolling Stones, cars going fast, and a sense of overall emotion in the spot. All I can say is the home team can do better!

Hey...Run flat tires work!! I knew that statement would get your attention (and probably start a few arguments and/or fights along the way). I am not getting into the run flat // non-run flat debate. I have always seen both sides (I have both on my vehicles). Anyway....I was driving on a very busy street at 4:20 pm on a Friday afternoon when I ran over a board with a bolt in it and there went the tire. I stopped the car and examined my situation. Even though all the air had escaped the tire, I had enough tire to drive the car and fix the situation without skipping a beat. The car even road smoothly to my destination. Oh, and one more thing. Our roads are getting worse every year and our wheels are getting larger every year(20's are common now). What are we thinking? Ok: Send your angry letters to Wayne, he likes reading them!

I have a thing (I know, I have a lot of "things") about distractions in vehicles when you are driving. Before I have discussed talking/texting while driving, but I have noticed on the newer cars there are even more distractions. .

On some cars you can send pre-typed texts while driving (some cars make you stop first) and other such gadgets.

My point today (I have a point?) is blind spot lights built into your side mirrors. Knowing how lazy people are, I wonder if they are going to be looking for the light to blink instead of glancing at the mirror at the appropriate time. As we automate more of our interaction with our automobile I worry that we are not getting any safer. I do not think of myself as a cynic, but are people who do not use turn signals, tailgate other cars, cut people off, do not use low beams to oncoming cars, and do not have their side mirrors set properly going to get much out of a blinking light? Just a thought

The new NSX is coming soon, I am sure it will be a great car. I loved the old NSX, especially the early ones. I was fresh air into the car world that made the big guys notice (You know, the red cars made in Italy). I loved that the manual transmission was as easy to use in the NSX as it was in a Honda, yet had great performance. The car was complex, but simple in execution. This new car is not simple in any way and of course there is no manual. I will reserve judgement, but I am not all that excited. (Again: Address the letters to Wayne).

We have had great driving weather as of late, so drive safe, but for heavens sake, drive!

(Thanks, Rick... will gladly print all letters to editor!!!! Ed.)