

DIE FLÜSTERNDE BOMBE

Volume 32 - Number #3
April 2003



Who's Having Fun Now?

GGC's rally program reemerges

Sonoma's Infineon Raceway To Host International Clean Vehicle

COMPETITION IN SEPTEMBER.

Michelin chooses Sonoma and Infineon Raceway for fifth annual Challenge Bibendum competition, Michelin's premier environmental vehicle event,

Challenge Bibendum, will return to North America in 2003 and will be centered at Infineon Raceway in the scenic Sonoma Valley. Set for Sept. 23-25, 2003, this prestigious, international event focuses on environmental and performance testing of the best technologies auto companies around the world have to offer. More than 80 vehicles will take part in Challenge Bibendum, which will include activities in Sacramento and on the Sonoma town square. The Challenge will culminate with a rally of advanced technology vehicles from Infineon Raceway, across the Golden Gate Bridge and into San Francisco. This will be the second Challenge Bibendum held in North America.

Infineon Raceway, which was selected over a number of other distinguished sites, hosts the best in motorsports entertainment annually, and is also home to one of the country's busiest motorsports industrial parks.

The three-day Michelin advanced technology vehicle competition will also serve as an economic stimulus for the Sonoma Valley, which will benefit from an influx of more than 800 automotive industry representatives, environmental leaders and influencers, including 200 international journalists. Sonoma's more than 35 winer-

ies, 40 restaurants and wide array of outdoor activities will see an infusion of visitors from more than 20 countries.

About Challenge Bibendum: Challenge Bibendum, considered one of the premier global events for advanced technology vehicles, was conceived by the Michelin Group as an objective way to bring together and test the best available technologies for environmentally positive vehicles. Challenge Bibendum features vehicles from major vehicle manufacturers on three continents and brings together all facets of the automotive world: vehicle manufacturers, designers, energy suppliers, technical leaders, industrial partners, influencers, government and non-government organizations. The event is open to all energy sources and includes a series of tests rating vehicles on emissions, acceleration, braking, handling, noise and energy efficiency.

While some Americans may be unfamiliar with the name **Bibendum**, it is well known throughout other areas in the world. Bibendum is the name of the Michelin Man, the towering man of tires that has symbolized Michelin for more than 105 years. The inaugural Challenge Bibendum held in France in 1998 not only showcased 50 low-emission cars, but also celebrated Bibendum's 100th birthday. Complete information about Michelin's upcoming 2003 Challenge Bibendum is available at:

www.challengebibendum.com.

Thanks to the Sacramento Chapter newsletter for this bit.



Looking for where you can dropped of your used oil for recycling? Here's a listing of places in San Mateo County.

Pacifica - Coastside Scavengers

1046 Palmetto Ave 650-355-9000

San Bruno - San Bruno Garbage

101 Tanforan Ave. 650-583-8536

San Carlos - BFI Recyclery

333 Shoreway Rd. 650-592-0255

So. San Francisco - So. SF Scavengers

500 East Jamie Court 650-589-5511

Woodside - Skylanda Fire Station

17290 Skyline Blvd. 650-851-1860

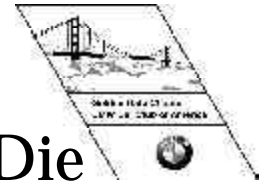
There are 70 used oil collection centers. Call 1-800-cleanup or go to www.1800cleanup.org to find the location nearest you.

Solution for Carossword from back page.

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Die Flüsternde Bombe

Newsletter of the Golden Gate Chapter, BMW CCA
 Volume 32, No. 3
 April, 2003

GGC, BMW CCA

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Chapter Mailing Address:
 Golden Gate Chapter BMW CCA
 909 Marina Village Parkway, PMB #189
 Alameda, CA 94501

BMW CCA

The BMW Car Club of America, Inc. is a not-for-profit national association of over 70,000 members, dedicated to the enjoyment of driving BMWs. Membership provides access to driving and social events, maintenance and technical information, parts discounts and more. Dues are \$35 per year, with an associate member added for \$5 more. Members receive the monthly Roundel magazine and a newsletter from their local chapter, or from a chapter of their choice. The Golden Gate Chapter is one of the largest chapter in the BMW CCA with over 4,900 members.

For a new membership or to renew an existing one, please call toll free 1.800.878.9292 or visit www.bmwcca.org. Visa and Mastercard accepted.

BMW CCA mailing address:
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 Phone: 864-250-0022
 Fax: 864-250-0038
 Email: bmwclub@aol.com

MEMBERSHIP ADDRESS CORRECTIONS ARE ONLY ACCEPTED AT THE NATIONAL OFFICE. Changes must be made in writing via email, fax, or USPS.

On the cover

David Splivalo captures Gloria and Andy Maceiko in their 1999 328ic at a check point in the Winterfest TSD rally.



Publishing

Die Flüsternde Bombe is produced monthly (except for combined issues Nov/Dec and Jan/Feb.) **Article/photo submission deadline is the first day of each month for publication in the following months' issue.**

Commercial Advertising:

This publication is read monthly by over 4,900 BMW enthusiasts in Northern California. Deadline for new ad artwork is the fifth day of each month prior to publication. Please submit artwork to newsletter editor.

Rates:

full pg: \$220 half pg: \$120 quarter pg: \$85 business card: \$55
 inside fr/bk cover: full pg: \$330 half pg: \$180 back cover: \$300

Contact the Advertising Manager for further details. Please note, this publication is sent Bulk Rate USPS.

Classified Advertising Submissions:

Classified Ads are free to all current BMW CCA members. However, ads **MUST** be submitted in writing (EMAIL IS MUCH PREFERRED) and **must include membership number**. For repeat issues, ads must be resubmitted each month. A photo will be printed for \$10/month. Publication deadline for copy is the first of the month. Publication deadline for copy is the first of the month.

Commercial Classified Advertising:

Commercial classifieds ads are \$0.50 per line-inch with payment due with insertion order. Make checks payable to Golden Gate Chapter, BMW CCA.

New Chief Scrutineer for Driving Schools

The GGC Board recently announced that Ramon Le Francois has been voted in as Chief Scrutineer for the chapter driving schools. This volunteer position serves as automotive technical advisor at the track, they authorize cars' mechanical ability to be on the track and also are available for brief consultations about mechanical problems. Thank you Ramon for your willingness to give your time and expertise towards the goal of safety at our schools. Ramon is replacing longtime scrutineer and mechanic guru Bill Arnold. Bill's past efforts as scrutineer have been invaluable to the chapter, and we would like to thank Bill for his dedication to the club in past, as well as ongoing club events.

Successful Car Show And Swap Meet Returns To Palo Alto

For the third year in a row, a group of BMW car enthusiasts, formed under the auspices of Bay Area '02 (BA'02), announces the return of the successful "Swap and Show" scheduled for Saturday, May 17, 2003 in Palo Alto. This year's event, a repeat of two successful events in as many years, is expected to draw a record number of 2002s, a model that was manufactured by BMW from 1968 to 1976. In addition, BA'02 also announces that other vintage BMWs from the New Class (1965 - 1976) are welcome to attend. Bay Area '02, again has secured the premium location at El Camino Park in Palo Alto, across from Stanford Shopping Center from 10 a.m. until 2 p.m. The public is welcome to attend free of charge. Registration for this event is available to all BMW 2002 and New Class automobile owners (regardless of condition) and to selected vendors. Registration is planned to begin soon at www.bayarea02.com. A special commemorative T-shirt is included with all paid registrations.

When: May 17

Where: El Camino Park, Palo Alto

Contacts: JP Collins jp@bayarea02.com, Phil Lane: phil_lane2002@yahoo.com, Curt Ingraham: ingraham@ssl.berkeley.edu, Ed Davila: tiim5@earthlink.net, Arne Carlson: lindarne@ix.netcom.com

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Steve Johnson
415-499-1950
president@ggc-bmw-cca.org

Vice President
Maggie Albrecht
vicepresident@ggc-bmw-cca.org

Secretary
David Splivalo
secretary@ggc-bmw-cca.org

Treasurer
Peter Hsu
treasurer@ggc-bmw-cca.org

Membership Chair
Sherman Koo
510-420-1362
MembershipChair@ggc-bmw-cca.org

Members-at-Large
Peter Vinsel
pcvinsel@pacbell.net

Event Staff

Chief Driving Instructors
Billy Maher
707-546-5572

Chief Driving Instructors
Bruce Nesbit
415-461-1811
nesbito@attbi.com

Chief Operations Steward
Steve Johnson
ChiefSteward@ggc-bmw-cca.org

Track School Project Manager
Bruce Nesbit
415-461-1811 (9am-8pm)
TrackSchools@ggc-bmw-cca.org

Driving Events Coordinator
Peter Vinsel
DrivingEventsCoordinator@ggc-bmw-cca.org

Chief Scrutineer
Ramon Le Francois
408-956-1662

Car Control Clinic Coordinator
Sherman Koo and Jim Mercado
CarControl@ggc-bmw-cca.org

Autocross Coordinator
TBA
autocross@ggc-bmw-cca.org

Autocross Car Classifications
Scott Miller
autocrossclassify@ggc-bmw-cca.org
925-997-4751

Rally Coordinator
Ken Whitson
831-625-5133

Technical Session Coordinator
Brant Miller
TechnicalSessionCoordinator@ggc-bmw-cca.org

BMW Festorics Coordinators
Kelly Kirkland
Lisa Ferrari
info@festorics.org

If you are interested in putting together an event for the chapter, have an idea for an event you'd like to help put on, or would like to volunteer at an event, please contact the appropriate coordinator.

Newsletter Team

Editor-in-Chief
Kelly Kirkland
650-322-9393
bombe@ggc-bmw-cca.org

Advertising Manager
Dale Schuett
925-462-2497
advertising@ggc-bmw-cca.org

Ad Billing Manager
Cathy Mills

Classified Advertising
Dale Schuett
classifieds@ggc-bmw-cca.org

Support & Contributors
Lisa Ferrari, David Splivalo

Printing
The Press

Mailing
San Jose Mailing

(Please don't call either company
for membership questions.)

Communications

Communications Manager
Peter Vinsel
CommunicationsManager@ggc-bmw-cca.org

Website Team

Webmaster
Brian Ghidinelli
webmaster@ggc-bmw-cca.org

Area Representatives

North Bay
Tamara Hull
415-435-3297

San Francisco
Mary Lu Christy
415-731-6153

East Bay
Cliff Greenberg
510-886-5432

Peninsula
Kelly Kirkland
650-322-9393

South Bay
Jeff Mulvihill Jr.
831-634-0908

Monterey Bay Area
Ken Whitson
831-625-5133

San Luis Obispo Area
Rob Torres Jr.
805-541-2002

BMW CCA Pacific Region V.P.

Eddy Funahashi
559-583-6768 (d)
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Calendar of Events

Dates	Event	Organization	Location	Name	Contact
Apr 10	Driving School	San Diego BMW CCA	Buttonwillow		www.sdbmwcca.com
Apr 16	Board Meeting	GGC BMW CCA	TBA	Steve Johnson	president@ggc-bmw-cca.org
April 18-20	2nd Annual Pacific Sharkfest	6 Series Owners	Paso Robles	Paul DiMauro	pdpaintspaul@netscape.net
May 4	47th Hillsborough Concours d'Elegance	Non-club event	Hillsborough	Jason Ting	650-678-6950 www.hillsboroughconcours
May 17	3rd Annual Bay Area '02 Swap Show	Bay Area '02	Palo Alto	JP Collins	jp@bayarea02.com
May 17-18	Driving School	Sin City BMW CCA	Las Vegas Motor Speedway	Teri Lachman	Ztbb@aol.com 702-656-7799
May 21	Board Meeting	GGC BMW CCA	TBA	Steve Johnson	president@ggc-bmw-cca.org
Jun 6	Advanced/Intermediate Driving School	CCC BMW CCA	Buttonwillow	Tom Bell	www.cccbwmcca.org
Jun 8-8	Driving School	LA BMW CCA	Willow Springs		www.bmwclubla.org
Jun 14	Bay Area '02 gathering	Bay Area '02	TBA	JP Collins	jp@bayarea02.com
Jun 14-15	Driving School	Inland Emp. BMW CCA	Spokane Raceway Park		www.iebmw.org
Jun 18	Board Meeting	GGC BMW CCA	TBA	Steve Johnson	president@ggc-bmw-cca.org
Jun 29	Driving School	Roadrunner BMW CCA	Firebird Main		www.roadrunnerbmw.org
Jul 12	Bay Area '02 gathering	Bay Area '02	TBA	JP Collins	jp@bayarea02.com
Jul 16	Board Meeting	GGC BMW CCA	TBA	Steve Johnson	president@ggc-bmw-cca.org
Aug 1-2	Driving School	GGC BMW CCA	Thunder Hill Park	Bruce Nesbit	nesbito@attbi.com 415-461-1811 9AM-8PM
Aug 9	Bay Area '02 5th Anniversary Gathering	Bay Area '02	TBA	JP Collins	jp@bayarea02.com
Aug 15-17	Monterey Historics Weekend	GGC/CCC BMW CCA	Monterey	Kelly Kirkland Lisa Ferrari	info@festorics.org
Aug 20	Board Meeting	GGC BMW CCA	TBA	Steve Johnson	president@ggc-bmw-cca.org
Aug 23-24	Driving School	LA BMW CCA	CA Speedway (Oval)		www.bmwclubla.org
Sep 17	Board Meeting	GGC BMW CCA	TBA	Steve Johnson	president@ggc-bmw-cca.org
Sep 20-21	Driving School	CCC BMW CCA	Buttonwillow		www.cccbwmcca.org
Sep 26-29	Left Coast 8-Fest	8 Series Owners	Garberville, CA	Steve Cohen	Scohen8080@aol.com 707-538-3300
Sep 27-28	Driving School	Roadrunner BMW CCA	Spring Mt. (Pahrump NV)		www.roadrunnerbmw.org
Oct 6-10	Oktoberfest - BMW CCA	CCA	Austin, TX	National Office	864 250-0022
Oct 15	Board Meeting	GGC BMW CCA	TBA	Steve Johnson	president@ggc-bmw-cca.org
Oct 25-26	Golden Gate Chapter Oktoberfest	GGC BMW CCA	TBA	David Splivalo	secretary@ggc-bmw-cca.org
Oct 25-26	Driving School	Inland Emp. BMW CCA	Spokane Raceway Park	Scott Adare	sadare@aol.com 509.466.6731
Oct 31-Nov 1	Driving School	GGC BMW CCA	Infineon Raceway (Sears Point)	Bruce Nesbit	nesbito@attbi.com 415-461-1811 9AM-8PM
Nov 19	Board Meeting	GGC BMW CCA	TBA	Steve Johnson	president@ggc-bmw-cca.org
Dec 6-7	Driving School	GGC BMW CCA	Laguna Seca Raceway	Bruce Nesbit	nesbito@attbi.com 415-461-1811 9AM-8PM
Dec 17	Board Meeting	GGC BMW CCA	TBA	Steve Johnson	president@ggc-bmw-cca.org



Chapter Help Wanted



If you can help or be of service for any of the following items, please contact us.

Area	brief description	Dates
Rally program	General program help	ongoing
Contact:	David Splivalo - secretary@ggc-bmw-cca.org	
Communications Mgr.	Coordinate chapter event calendar for new events, synchronize calendar info between website and Bombe	ongoing
Contact:	Peter Vinsel - DrivingEventsCoordinator@ggc-bmw-cca.org	

Directions

As president of this chapter I thought it was probably a good thing to actually participate in some of its events other than driving schools. Somehow, I had long ago forgotten what other events occur during the year. I guess it comes from being such a long time track school junkie. Like many of you, when I receive my *Bombe* I go to the ads to see what goodies I can't afford. But this last month I decided to check out the calendar, and doggone it, there were actually things to do other than track events! So I said to myself, "What the heck, let's try the rally."

Well, the first time—and last—I had participated in a rally was back when I first joined the club. My navigators were my wife and father-in-law, and by the end all I wanted to do was to get out of the car. That makes it twelve years and one divorce since my last attempt at rallying.

So, off to the Winterfest TSD rally I go, an event spearheaded by our chapter secretary, David Splivalo. At first I was nervous about bringing a date as my navigator, but soon found this experience to be a positive one. I've got to tell ya, I had a blast. Great landscapes, great roads and best of all I got to hang out with some totally new club people. The whole premise of the TSD (time, speed, distance) is to follow directions...very anal directions. You go slow here, go fast there (watch that speed limit), the roads vary, some one lane roads, back roads and even coastal highways. This all happens in the same afternoon.

Our adventure started at Allison BMW, proceeded over the meadow and through the woods, and ended up on the coast for lunch. I'm a little vague in that summary about what went on in the middle, as my story is not the story of a winner. Like many men I know, I managed to get lost even with the directions. Once I accepted the fact I was lost—another hard reality for men—and relented to the prodding of my navigator, Marylenn, I drove us back to the starting point...to begin yet again. Originally, we were the second car out, but by the time we got back and re-started we were car 37. This meant we were 33 minutes behind schedule...and we're still just starting.

Did I mention this rally was a blast?

Needless to say, we had some serious time to make up, but make it up we did. One of the roads David mapped out was a great single lane with excellent forward sight lines, it was a winding adventure running over the mountains to the coast. Since the speed on our rally directions was somewhat slower

than we were actually traveling, we were able to make up the lost minutes on that leg. This spirited drive did find the limits of my bump stops in the front end though.

Even with the new funny noise in the front end of my 3 Series, we made it to rally finish.

The conclusion of the rally led to a great lunch with the group where we shared our stories of running out of talent. It was a truly great event, not only because we had fun with a new crowd (at least to me), but because it was a mix of people—both men and women all obviously enjoying the day together.

Which made me think of a refrain that I've heard continuously through my years of participating driving schools, "Boy it would be great if we could get more women involved in the driving schools." It's clear to me that there are women in the club who enjoy all driving events, not just the social events. What I think we need to take a look at is the environment we present at our driving schools. At our last school dinner we gave away jackets as door prizes to the women participants. Not a bad idea to make the women feel more welcome. But, to my distress, the idea didn't stop there. An unfortunate decision was made to require all the women to come forward and stand in front of the crowd to win the jackets. The regretful outcome of this was that there were comments about "wet T-shirts." This situation is something we, the driving events team, are utterly embarrassed about, we will not tolerate women being placed into this kind of demeaning scenario again. It is the goal of this president to make all the events as gender friendly as the TSD rally was—you can count on that.



Steve Johnson
President, GGC BMW CCA

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Golden Gate Chapter - BMW CCA

Board Meeting Minutes for February 19, 2003

By David Splivalo

Secretary, GGC BMW CCA

The BMW Car Club of America Golden Gate Chapter Board Meeting was held on Wednesday, February 19, 2003 at 1500 Park Ave, Suite #100 Emeryville at 7:00 p.m.

I. Convene Meeting - 7:23p.m. The following Board members present: Steve Johnson, David Splivalo, Peter Hsu and Sherman Koo. Board members not present: Maggie Albrecht.

II. Club Members to be Heard - no members introduced anything to the Board.

III. Monthly Reports

a. Secretary's Report - David Splivalo reported that the mailbox for the chapter was closed late in 2002 due to lack of payment received. Splivalo added that he received forms from Mail Boxes, Etc. to reopen the mailbox. The Board requested that Splivalo fill out the forms and reopen the mailbox. The Board also approved the minutes for the January GGC Board meeting.

b. Treasurer's Report - Peter Hsu reported that \$71,000 as the current balance for the chapter. Infineon Raceway driving school expenses and deposits still needed to be factored into the balance, which would decrease the balance. Hsu added that there were already \$25,000 deposits made for the March driving school at Infineon Raceway.

c. Communication's Report - Steve Johnson reported that the newsletter has been sent to the printers for the March edition. The Board expressed their appreciation for Kelly Kirkland's work as the editor-in-chief for the Die Flüsternde Bombe newsletter.

i. Calendar Items - no calendar items were discussed

d. Driving Events Report - Steve Johnson and Peter Vinsel reported that they were examining preliminary budgetary items for the Infineon Raceway driving school budget. The school will either be one or two thousand dollars in the red or the black, depending on how many participants sign up. Vinsel replaced some helmets for the driving school with six new helmets. Vinsel will be donating the old helmets to a racetrack, most likely Thunderhill.

i. Club Racing - Larry Resnick informed the Board that the BMW club race in April will be hosted by Speedventures. Vinsel believes the chapter should support the race. National has agreed to expense the bill for the GGC supporting/hosting a corral at the event. The race will occur April 19 and 20th at Infineon Raceway.

IV. Old Business

a. GGC Rally - David Splivalo reported that the rally has almost 30 participants signed up for the event. Splivalo

mailed a \$100 check to National for event insurance.

b. Group Emails - Steve Johnson would like to table this agenda item to the next Board meeting.

c. 2003 GGC Oktoberfest - David Splivalo reported that Doris Fung has tentatively secured Treasure Island for the Oktoberfest event. Splivalo and Fung will be working together on a proposal to secure a site on Treasure Island. The event will be an all day event which will include a clean car competition, an autocross, rally, funkhana and quiz. The event will most likely be limited to 80 BMWs. The Oktoberfest will end with an annual dinner that will be (open to all BMWCCA members) coordinated separately by Tammi Hull.

d. GGC Bylaws and Constitution - David Splivalo proposed to table this agenda item until the next Board meeting so he may have time to recommend refinements to the two documents. The Board approved his request to table the agenda item.

V. New Business

a. Chief Scrutineer - The Board elected Ramon Le Francois for this position.

b. Area Representatives - The Board tabled this agenda item for the March Board meeting.

VI. Board Member Comments - No comments were discussed.

VII. Next Board Meeting - BJ's Restaurant & Brewery 10690 N. De Anza Blvd, Cupertino, Wednesday, March 19 at 6:30 p.m.

VIII. Adjournment - Meeting was adjourned at 8:58 p.m.

Board meetings are open to all members. Meetings are every third Wednesday of the month unless otherwise noted. Contact president@ggc-bmw-cca.org for details.

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Bimmerphile Editor: Lisa Ferarri

Mahle Buys BMW Camshaft Stake... German piston supplier Mahle acquired a majority share of BMW's camshaft production operation near Berlin. Buying 51 percent of the BMW operation makes Mahle Europe's largest independent supplier of ready-to-install camshafts, the company said. *Automotive News Europe*

German execs fear boycott over Iraq... German auto executives are keeping a wary eye on the United States, fearing a boycott over the German government's opposition to war with Iraq. Although our relationships to the customers in America have grown for many years and can stand a lot, we should not put them at risk carelessly," says Bernd Gottschalk, head of the VDA, the German car industry association. Despite German fears, most U.S. consumers have shown no inclination to boycott anything. "We have talked to dealers and there is no impact on their business up to this point," says a BMW spokesman in New Jersey. "We've had perhaps a dozen e-mails or letters from customers saying, 'If Germany doesn't support the U.S., don't count on me to buy another BMW.'" In Germany, Porsche is especially nervous because more than 50 percent of its business is in the United States. The critical U.S. launch of the Cayenne SUV is planned for mid-March. *Automobilwoche*

Flexible roadsters capture coachbuilders' imagination at Geneva Auto Show... Europe's coachbuilders are reinventing the roadster. At the Geneva auto show, Bertone will display a still-unnamed concept car based on the BMW Z8. Although the car is built on the Z8 chassis, Bertone has extended the wheelbase by 300mm. The coupe's roof slides down over the trunk lid, transforming it into a true roadster. The project gave Bertone an opportunity to demonstrate its ability to assemble aluminum-body cars. *Automotive News Europe*

Tenth record year in succession for BMW Motorrad... Within ten years BMW Motorrad has become the largest motorcycle manufacturer in Europe. In the USA 13,500 motorcycles were sold which corresponds to an increase of 3.7 % compared to the previous year. Recently opened is an extension of the Berlin production plant. The heart of the new motorcycle assembly plant is a conveyor system with assembly hangers that can be swiveled at 180 degrees and are also vertically adjustable to ensure ergonomically optimal working conditions. The motorcycles, suspended on their conveyor hooks, are guided automatically through the entire assembly process order-oriented. Tools and operational monitoring systems automatically receive all the necessary information for safe and efficient production through the contactless transfer of energy and data. Precise tracking of each conveyor hook in the production process and exact recording of the degree of completion for the currently assembled model enables a level of transparency for each assembly operation that has never been achieved before. This is unique in the motorcycle industry worldwide. *BMW Press*

Motorcycles Donated For Pentagon's First Police Motorcycle Unit... BMW NA has donated six R1100 RT-P police motorcycles to the U.S. Department of Defense to assist the

Pentagon Police in establishing its first motorcycle unit. The donation is part of the company's program to provide motorcycles to law enforcement agencies in communities significantly impacted by the September 11 tragedy. Thomas Plucinsky, General Manager, BMW of North America, Motorcycles said, "The events of September 11 made that point. All of you were violated that day when this building was attacked and you lost friends and associates. BMW also lost a valued employee that day. Linda Gronlund, then our Manager of Environmental Compliance, was traveling to California on United Flight 93." Following September 11, BMW made a significant cash donation to the Red Cross, as well as ten U.S.-built X5 sports activity vehicles for its disaster relief efforts. The company helped endow a scholarship in Ms. Gronlund's honor at MIT, and it has donated motorcycles to 38 law enforcement agencies in communities deeply affected by the tragedy. In most cases, BMW assisted those communities in establishing motor units where none had previously existed. It also established a training program to ensure that officers were well-prepared to operate the technologically advanced motors. *BMW Press*

Gearing up for the 24 Hour Race at Nürburgring... BMW Motorsport will be entering the Nürburgring 24 Hour Race on May 31/June 1 with a high-caliber driver line-up. The two BMW M3 GTRs will be piloted by Hans-Joachim Stuck, Boris Said and John Nielsen in one car, and Jörg Müller, Dirk Müller and Claudia Hürtgen in the other. "The selection criteria were straightforward: it was a matter of choosing drivers with experience of the Nürburgring Nordschleife, the world's most challenging track, as well as experience with GT sports cars and 24-hour events." says BMW Motorsport Director Mario Theissen. The two BMW M3 GTRs, with an output of more than 400 bhp, will be fielded by BMW Motorsport using Team Schnitzer headed by Charly Lamm. BMW Motorsport Director Gerhard Berger sums up the team's strategy: "We will be pitching for overall victory in this highly traditional endurance event." Since the inception of the 24 Hour Race on the Nürburgring in 1970, a BMW has crossed the finishing line as overall winner 16 times, most recently in 1998. That year saw a BMW 320d become the first diesel-powered touring car to win such a marathon event. *BMW Press*



MINI Motorsports Awards Program for SCCA and NASA

MINI Competitors... To show support for privateers, MINI USA will award MINI race teams prize money for successful national grassroots-level motorsport competition in both Sports Car Club of America (SCCA) and the National Auto Sports Association (NASA) US Touring Car Championship (USTCC) events. Motorsport enthusiasts have taken MINI to heart thanks to the cars' great handling and performance. Owners now have an additional incentive to compete by being eligible to win up to \$7,500 depending on their standing in each given series. Both the new MINI (2002+) and the classic MINI (1959+) body style are eligible for prize money. MINI has a rich motorsport heritage that started soon after the car's introduction in 1959 and Classic MINI became a legendary giant-killer in a host of road-race and rally championships. This continues today with many privateers campaigning both new and old MINIs in various motorsport

events, including rallying, autocrossing and road racing. Said Jack Pitney, MINI general manager, "MINI offers a lot of bang for the buck to grassroots motorsport enthusiasts." "This is our way of saying, 'thank you' and encouraging MINI owners to 'get out there and give it a go.'" *BMW Press*

BMW Group Environmental Leadership Honored by 4 AMES Awards... BMW Group automobiles won four awards from AMES Award, the auto industry's leading authority on environmental performance, for their environmentally safe 2003 model year products. The BMW 3 Series, 5 Series, Z4, and MINI Cooper all won awards in their respective vehicle classes, selected from a pool of 220 brands/models. These vehicles account for over 80 percent of total BMW Group sales in the United States. AMES Awards are presented based on the following criteria: Regulated Emissions, Non-Regulated Emissions including Fuel Economy, and use of Recycled Materials. Not only does the BMW Group use recycled materials in production but, more importantly, it is a leader in designing recyclability into the cars themselves, designing cars to be easily dismantled and recycled at the car's end-of-life. The BMW Group was among the first in the industry to eliminate use of asbestos in brake and clutch linings, and to use water-based paints in production. *BMW Press*

MINI Cooper S John Cooper Works Package Debuts in Geneva... At the 2003 Geneva Auto Show, MINI announced the John Cooper Works package. The exciting 200hp Cooper S package will be coming to our shores this spring. Developed by the legendary John Cooper Works company, the unique warranted package will be sold exclusively through MINI dealers and will include a reconfigured cylinder head, updated supercharger along with special engine electronics and a performance rear silencer. This enhancement takes the regular 163hp MINI Cooper S to over 200hp. Detailed U.S. specifications and pricing will be forthcoming. John Cooper Works is no ordinary aftermarket company. Since the 1940s, the company has produced celebrated racing cars, notably the front-engine Cooper Bristol driven by Fangio and rear engine Coopers for Formula 1, driven by Jack Brabham, Bruce McLaren and Stirling Moss. Under John Cooper's direction, the Cooper Car Company won consecutive Formula 1 Constructors' World Championships in 1959 and 1960. The Cooper name is forever entwined with MINI, originating with the 1961 MINI Cooper, which was developed by John Cooper. John recognized MINI's inherent motorsport potential and his team produced cars that took numerous race titles, and the MINI Cooper S became the stuff of legend. The Cooper company continues to produce aftermarket parts for the classic MINI and played an active part in the development of the new generation MINI Cooper. John Cooper passed away just as the new car came to market and the company is now run by his son, Michael. *BMW Press*

MINI learning from New Beetle... MINI is preparing to launch a convertible version, probably in about a year and a half. Why? Look at the Volkswagen Beetle, another retro-styled product. VW is just barely under way with the convertible version of the Beetle, trying to revive its early success. But VW took too long to stretch the niche. Everybody who wanted a new Beetle bought one right away and the market dried up. VW also overestimated demand. MINI is trying not to make the same mistakes. - Edward Lapham, *Automotive News*

5 Series still receiving accolades... For the second year in a row the BMW 5 Series was named a AAA Auto Guide award winner in the \$35,000 - \$40,000 category. Seven years after production first began in March, 1996, the 5 Series is still selling robustly and receiving numerous accolades from the automotive press. In 2003 alone, Money Magazine presented BMW with "Best Luxury Car" for the 5 Series, Automobile Magazine presented an All-Star award to the M5 for Best Sports Sedan, and Wards Auto World bestowed upon BMW the thirteenth consecutive 10-Best Engine Award for the 3.0-liter engine which powers the 530i. Further, AMES Award LLC, the auto industry's leading authority on environmental performance, heralded the 5 Series as an environmentally safe 2003 model year product. *BMW Press*

MINI Continues its Sweep of Awards in 2003... Proving that some of the best things come in small packages, AAA has bestowed the MINI Cooper with the top award for "Cool Car" in their 2003 AAA Auto Guide, continuing MINI's award-winning momentum in the U.S. AAA's reviewers pick this car based on its unique style and fun quotient. The AAA award is the latest in a list of over 30 accolades MINI has captured since its debut in the U.S., including North American Car of the Year Award. *BMW Press*

World Debut at the Geneva Motor Show... The new-generation BMW 7 Series is making yet another world debut at this year's Geneva Motor Show - this time in the guise of the BMW 760Li High Security. On the same occasion BMW is also presenting the 330i

Security as a protection vehicle. Integrated steel armoring of the passenger cell forms the actual "shell" of BMW's High Security and Security cars.

Forming a distinct contrast to production cars retrofitted with security features, the special

features on BMW's Security cars are integrated in the car right from the beginning, reinforcing the entire structure of the car and preserving the complete interior of the vehicle with hardly any intrusion or damage. The 12-cylinder power unit and the final drive in the 760Li High Security are modified to give the High Security 7 Series virtually the same powerful and fast acceleration as the "basic" model, although the top speed is reduced to 210 km/h or 130 mph. It is important for BMW that Security cars do not go to the wrong people - either as new or pre-owned. This is why BMW offers purchasers of such cars a buy-back option covering Security vehicles up to seven years old. *BMW Press*





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Finding Those California Curves



Golden Gate's rally season begins

After a two year hiatus, the Golden Gate Chapter rally program officially kicked off its 2003 season February 23rd at Allison BMW in Mountain View. The "Winterfest" touring rally was a huge success with a turnout of 39 cars—35 of which were BMWs. Surprisingly, the field of cars drew a varying range of models from the fuel efficient 318i to the rare 850ci.

*Text by David Splivalo
Photos by author and
Kathleen Daudistel*

To get a head start on the 78 participants who would make their way through the service department at Allison BMW for registration, the rally team's day started at the crack of dawn. When my alarm went off at 5:30 a.m., the first thing I did was to double check all the equipment needed for the checkpoint teams and registration. With that taken care of my mind instantly went into replaying the rally route I had mapped out . . . mind you, this would not be the first time this tape would run through my head.

The next thing I knew it was 7:00 a.m. and I was packing the checkpoint signs and equipment into my M Coupe. A gut wrenching discovery the night before was going to make my morning a little more stressed—I had forgotten to get the stopwatches for the checkpoints! With my fingers crossed, I headed out for my most formidable task of the rally, finding stopwatches at Walmart on a Sunday morning . . . enough for all the checkpoint teams.

Riding high with luck—stopwatches in hand—I drove over to Allison BMW, where I was greeted with a warm smile from service manager Kevin Hagar. With perfect timing, my dad, Mike Splivalo and Kathleen Daudistel arrived to help with registration. Thank God, because

within the next 30 minutes things got a bit hairy when the 78 participants clamored through the service door for registration. Once everyone was signed in, we were ready to release the troops out onto the rally route.

Starting at Allison BMW, the route led to Los Altos where the cars arrived at an odometer check amid a busy parking area next to a church. From there, the route traversed up Los Trancos Road, eventually finding its way onto a well known back road, Alpine Road. Its narrow and windy path would slow most participants—as it did me when I was driving the road for the first time. I remember maneuvering the unfamiliar road, the street atlas on my laptop had just ceased being a guide as the laptop batteries died, and I asked myself, "Where the heck am I?!" The unfamiliar forested road became ominous as I crept deeper and deeper into the disappearing sunlight and soon I felt the urge to turn around. But then suddenly I stumbled onto an elfish looking sign, something right out of "Lord of the Rings"—I kid you not! It read, "Welcome to Portola Valley," and suddenly the vista changed, I breathed a sigh of relief knowing exactly where I was.



Mike Splivalo takes care of the long line of registrants.

The rallymaster, David Splivalo, goes over route instructions at the driver's meeting at Allison BMW.



Jayne and Dave Lein enjoying a sunny moment in their 1993 BMW 325ic before the start of the rally.



The route makes its way to the curving mountainous Highway 84, where panoramic snapshots at 1,500 feet of the Bay Area peek out from behind the pines. The hillclimb flattens out at an area called Sky Londa, here the participants have a break point. With only a few establishments around, the focus point is the always busy, and infamous Alice's Restaurant. The bustling diner also sports a boutique looking gas station that not only sells fuel at twice the national average, but also memorabilia of actor and driving enthusiast Steve McQueen.

There are more giant redwood trees than paved roads as the route pushes its way up the mountain top once more. The fleeting panoramic glimpses of the Bay Area below may distract the rally teams, but the teams need to keep a sharp eye on the narrow road as it is populated by more bicyclists than automobiles. . . another indication of a great rally route.

The directions point onto Old La Honda Road and quickly the curves become distorted and unnatural as the road attempts to shirk the grand wooden giants that seem to touch the heavens. Finally, the road opens up onto Highway 84 once again where the rally takes its last break at the general store in San Gregorio off Old Stage Coach Road. (If you ever have a chance to visit San Gregorio State Beach, make sure to visit the general store, it is definitely worth your time. From a miniature full service bar to a huge assortment of arts

and crafts, the general store has a bit of everything for just about anybody.)

After a fifteen minute stop the rally group takes to the meandering tarmac along the Pacific Coast Highway for a bit before heading onto a back road to the small fishing village of Pescadero. The final checkpoint is the little town's post office. Just a stone's throw away is one of the central coast's favorite dining establishments, Duarte's Tavern. Here the participants tell each other the tales of their individual adventures while enjoying a late lunch.

The members on the rally all seemed to enjoy themselves, so to me it was a success. On the organizational side, it was a long day. Between the 9:35 a.m. driver's meeting, to 1:30 p.m., when the first BMW arrived at the final checkpoint, it was all a blur to me. Out of the 39 automobiles that participated only four did not make it to the last checkpoint.

A special thanks goes out to Mike Splivalo, Kathleen Daudistel, my friends Luke Tuttle and Chris Lavagnino, and to Fred at Alpine Motorworks for managing various rally checkpoints.

Additionally, the rally would not have been possible without the cooperation and generosity of Allison BMW, specifically of service manager Kevin Hagar and parts manager, Larry Sherman. Thanks to all that participated and please stay tuned for additional rallies in 2003.



The BMW's were hot on the cyclist's trail!

Rally Results

Pos	Car #	Driver /Navigator	Car model	Points
1	9	Marie Bushman /Travis Bushman	2002 325ci	101
2	19	Steve Chapman /Carol Francis	2002 530i	113
3	4	Roy Green /Linda Green	1999 M3	120
4	31	Richard Wetzel /Phillip Marks	1987 325	121
5	28	Craig Sisk /Justin Smith	1995 M3	125
6	20	Matthew Gee /Andy Gee	2002 Z3 Coupe	128
7	8	Stu Helfer /Bill Jonesi	Unknown	134
8	29	Greg Arkus /Michelle Arkus	1993 850ci	136
9	7	Joyce Slocum /Sam Chapman	2001 330ci	201
10	32	Bernard Lint /Casey Kobyluk	2002 530i	219
11	21	Robert Widinsti /Carol Oakes	2001 530i	222
12	34	Jeff Reitmeir /Gary Richardson	Unknown	251
13	30	Matthew Visser /Siva Kumar	1996 328ic	283
14	10	Randy Loeb /Eric Katz	2001 325ci	289
15	13	David Rickling /Stacey Ellul	1998 M3	340
16	38	Doris Fung /Mike Hsu	1999 VW Beetle	343
17	27	Eduardo Balagver /Levis Owens	1988 M5	344
18	11	Stephen Gou /Heidi Gou	2000 M5	349
19	12	Chris Eschenberg /Brad Jones	2000 540i	374
20	23	Tony Palma /Kathy Severyn	Unknown	389
21	16	Henri Ivarson /Jeff Ivarson	1992 850i	393
22	26	Gloria Maceiko /Andy Maceiko	1999 328ic	441
23	15	David Falkowski /Natasha Falkowski	1995 M3	445
24	18	Dinesh Thirumurthy /Mohan Gummalam	Unknown	447
25	3	Steve Johnson /Marylinn Munson	1988 325is	449
26	2	Sigrun Shoemaker /Judy Shao	Unknown	466
27	36	Robert Conn /Kevin Lau	Unknown	471
28	22	Kimball Lin /Heather Keh	2001 330ci	490
29	33	Mike Humphries /Gary Roberts	Unknown	497
30	35	Rick Clark /Patty Reed	2001 325ci	500
31	25	Eric Diamond /Lisa Diamond	2001 Z3	514
32	17	Jayne Lein /Dave Lein	1993 325ci	578
33	5	Larry Adams /Greg Adams	2002 Subaru WRX	588
34	14	Hami Pramono /Cynthia Pramono	1988 M5	592
35	24	Bill /Sandra	Unknown	634
36	37	Jonathon Bensen /Noah Killeen	2002 M3	1000



Photos on left from top to bottom:

- Greg and Michelle Arkus in their stunning 1993 BMW 850ci with Kevin Hagar (standing) manning the start line.
- A sparkling M5 checks in at the San Gregorio General Store.
- Arrivals at the General Store happened pretty quickly.
- Roy and Linda Green enjoying a break next to their 1993 BMW M3 at the San Gregorio non-manned checkpoint.



Swimming in Golden Memories

By Tamara Hull

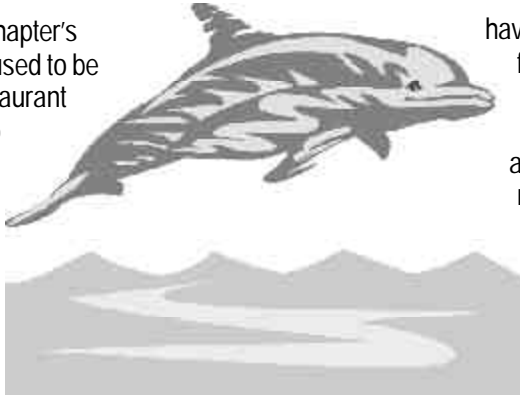
Any one remember the chapter's general meetings that used to be at the Blue Dolphin restaurant in San Leandro? Well, we can't go back there again because the place is getting torn down!

I heard about the sad fate of this funky place at a recent chapter board meeting. I don't think we would have known about the demolition if chapter President Steve Johnson wasn't involved in the removal of the asbestos at the site. Wouldn't it be an odd twist of fate if that's where Steve attended his first chapter meeting?

Hearing about the demise of the Blue Dolphin got me to reminiscing about the meetings we had there. Suddenly I could see the members who would attend, who was on the board back then, and so on. (Wait! Is that Barbra Streisand singing "Memories"?)

I don't know when the chapter started having their monthly general meetings at the Blue Dolphin. So far, the earliest recollection I've heard is 1983. By the time I joined the club in 1987, the place had been the regular chapter meeting place for a while.

The first time I ventured out to a chapter meeting is still a distinct memory. I had never been to the San Leandro marina, after I turned off the freeway and drove and drove and drove, I wondered how long I was going to



have to drive to get there. Finally, the funky Blue Dolphin building came into view. Inside the huge parking lot I spied a really nice brown 528i, and parked my light blue 1978 530i next to it. I figured it was safe there, surely if someone wanted to steal an E12, they'd take the super clean brown one with the hot looking BBS rear spoiler, BBS front spoiler and gold pin-striping. (All you old-timers

remember Bob Clay's car, don't you?)

After parking my dirty car next to the cleanest car in the lot, I made my way to the restaurant. I walked in the front doors and found myself in a long hallway lined with glass cases chock full of decorative Jim Beam decanters. Not just a couple of decanters mind you, but what seemed like hundreds of them! And then there was the brass – the place had enough brass everywhere to outfit a 101 trombone marching band!

Typically, you'd go into the bar, grab a drink and sit in any one of the plentiful, comfy chairs and watch the TVs while waiting for more members to arrive. The restaurant section was available for dinner, but I never had dinner there and I don't remember of the rest of the group having dinner there either.

After your drink, you would head up the stairs to the Marlin Room where we usually had the meeting. If we

Further Musings . . .

Heck, Charlotte and I actually went to the Blue Dolphin maybe a half dozen times before I even joined the BMW CCA. While they weren't about to win any awards for their food, it was OK. Mainly, the club went there for beer and the meeting room. Plus, the best part of the meetings was often the hour we spent hanging out in the parking lot afterwards, not the meeting. Franz Fechner, Larry Resnick, Clark Spangler and the Joneses were all active back then. We were a smaller and closer club back then. I miss general membership meetings. But when we had them, for many years the Blue Dolphin was the ideal location. At least until everyone in the South Bay bought a BMW and changed our demographics. *Scott Miller*

Yes Tammi, the first meeting I ever went to was indeed at the Blue Dolphin. I have a vivid memory of the place, the people and the meeting. Pretty odd coincidence that I return as a board officer at the same time I'm tearing down the old chapter meeting place. The Blue Dolphin had been derelict for a while before the roof collapsed in on the building. My company did the environmental work on the wreck, then the final demolition and removal. It took about a month to complete the project. - *Steve Johnson*

expected a larger crowd – perhaps if someone from Chevron was coming to talk about fuel additives – then we'd rent one of the larger banquet rooms.

The meetings were always interesting with the usual banter of the goings on of the club. But the best part was after the meeting, where some of us would head down to the bar to drink and catch up. Or if the weather was nice, we'd go out into the parking lot and talk cars.

While hanging out in the parking lot talking cars was a lot of fun, there was a down side—that dirty light blue 530i of mine. I didn't wash it very often because I really thought the dirt hiding the various shades of light blue paint made my car look better. But come summertime, I'd wash that car each month on the week of the meeting. I knew if I showed up with a dirty car, the razzing I'd get would be endless. Funny, no one ever offered to detail my car so that I could learn how to do it right.

Ah, yes, the good old days... as Scott Miller said, it was "a smaller and closer club back then." Our membership was around 1,700-1,800 back in 1988. The demographics showed that the majority of the chapter members were NOT located in the South Bay... yet. The list of members we had hanging out then were people like Franz Fechner, Clark Spangler, Larry Resnick the Jones family – Rich, Iva, Tom and Gwen, Bob Clay, Phil van Swoll, Alan Wong, Larry Ayers, Dan and Sandi Simoni (now in Hawaii), Scott and Charlotte Miller, Mike Vincenty, Mike and Cathy Mills, Steve Carbone, Peter Knoot, Paul Kunz and Lynn Hum.

We don't have general meetings any more. In fact, I think we combined them with board meetings way back when I was chapter president. We thought that more people would attend the combined board and general meetings. We were wrong. Eventually the general meetings got absorbed into the board meetings. And then the chapter moved the meetings to the office-like setting of SLAC in Palo Alto.

Maybe to bring more of the "social" back into the chapter, it's time to return to having the chapter general meetings – have them rotate throughout the Bay Area. Although, if no one is coming to the board meetings, it seems silly to have another meeting that no one would attend! So, if you want a chapter meeting in your town, come out to a board meeting and plead your case.

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If you answered "yes" to any of the above questions, then the 2003 Ultimate BMW Tour is for you!

Led by tourmeister Douglas de Board, a fluent German speaker and a veteran of dozens of such tours, this five day Ultimate BMW Tour is the best way to see your favorite car's beginnings and heritage in an intimate way. (No more than twenty participants per tour.) With de Board's wide reaching network, it's like touring the area with a local, no tour busses and no American hotels. You will stay in German hotels, drive the autobahns in new BMW and Mercedes rental cars (included in fee), and eat in the restaurants the locals patronize.

When I researched my own trip two years ago, it took six months to plan. Using de Board's expertise, you can enjoy all the benefits without the hassles of research, procuring your own reservations, and language barriers when you travel. I've been to about half the destinations proposed for this tour, and can vouch for their value to a BMW enthusiast. (See *tour itinerary on right.*)

The timing of the tour also gives you the opportunity to visit the Frankfurt Auto Show prior to beginning the tour.

The show runs from September 13-21, 2003. Any extra arrangements, except for airfare, can be made by the tourmeister. You can also add another day in Stuttgart at the end of the tour.

If you fly Lufthansa from San Francisco to Frankfurt, (the most flight options into Germany) from there we go downstairs and board the new ICE Train to Munich. It's smooth, high-speed, effortless way to get around and gives many Americans a chance to ride at 155 MPH on a modern rail system for no extra cost, AND includes the food on the way to Munich! It's a great add-on. If you leave the tour in Stuttgart, you can return to Munich or to Frankfurt on this high-speed train as well.

If this all sounds like something you can't pass up, contact me as soon as possible to get signed up. There is a ten-person minimum and twenty-person maximum to make this tour possible. Price \$2,950 per person, excluding airfare and bar bill. The additional day in Stuttgart is \$450.

For more information, contact Golden Gate Chapter organizer Dale Schuett at (925) 462-2497 or carguy5105@aol.com



2003 Ultimate BMW Tour Itinerary

Monday, September 15, 2003

- Travel to Munich

Tuesday, September 16, 2003

- Jet lag day, arrive in Munich, check into hotel, meet group for dinner

Wednesday, September 17, 2003

- Tour BMW Main Plant, home of the 5 and 7 Series production
- Lunch at Weihenstephan-Oldest brewery in the world
- Visit BMW headquarters building
- Visit BMW Museum
- Visit European Delivery Center

Thursday, September 18, 2003

- Tour BMW 3 Series Plant
- See the flagship BMW showroom at Lenbachplatz
- Tour BMW Mobile Tradition
- Tour Schnitzer, famous BMW Tuner

Friday, September 19, 2003

- Tour Audi Museum (world class)
- Tour Audi Factory
- Tour Deutsches Museum
- See Oberschleissheim Airfield
- Tour downtown Munich, Vitualien Market, Glockenspiel

Saturday, September 20, 2003

- Travel to Stuttgart
- Tour Augsburg (2017 years old) home of Roman Ruins and Protestant Reformation
- Tour cathedral at Ulm, the American Air Force's landmark in WWII Bombing Raids
- Tour Diesel Museum

Sunday, September 21, 2003

- Tour the huge Sinsheim Auto and Technology Museum
- Lunch in Sinshiem
- Tour Hockenheimring, with its motorcycle racing museum

Monday, September 22, 2003

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A Fun Rally: There is Such a Thing?

By David Splivalo

Rally: The very word causes fear and loathing. Why do so many people hesitate to participating in one?

Answer: A majority of former rally participants have never been able to complete a rally due to instructions purposely deceptive and obscure.

An example is a rally that my dad and I participated in several years ago with the Central Valley Porsche Club. The rallymaster specifically instructed everyone to drive down a road and make a left turn on a specified street. Sounds simple enough, but there was a catch to this instruction . . . and the other fifty instructions just like it. What the we didn't know was that the specified street was about fifteen miles down that road. The rallymaster didn't say how many miles it would be, and as a result, participants began getting insecure and turning around because they thought they must have passed it. Before we found the correct street, we ended up taking one left that to this day makes quite a story. As we made the turn in our shiftless car (a.k.a. Mercedes-Benz 190E) everything appeared to be fine, but then after passing over a century old wooden bridge our path became a dirt road. "Uh oh," we said looking at each other, "this isn't the right road." (FYI - dirt roads are never the right road on a road rally.) We turned the car around, and in order to make up time, my dad hit the gas. There we were flying down the dirt road focused on getting back on track, and suddenly there was that bridge . . . we had forgotten about it. Oops. We hit the ramp to the bridge at about 80 miles an hour and the Mercedes became airborne. It was literally a scene out of the Duke's of Hazard, except there were no stunt doubles.

My point is, a rallymaster doesn't need to make an instruction harder than what it is, because the directions are already complicated enough for the driver and navigator. As a neophyte rallymaster, and I do speak from some personal experience, I have to constantly remind myself that asking participants to get from point A to point B is already difficult. So, why should I make the language in the directions confusing?

There are some rallymasters that have run rallies for so long that they begin to lose perspective on who is participating in the event. Back in the 60's when people participated in a rally every month and drove small English sportscars (great for narrow mountain roads) a rallymaster could increase the complexity of the event. Back then the formula worked, but today we're driving 3,500 pound BMWs instead of 2000 pound MGs. And instead of a rally every month, it's more like a rally every year. But why are some rallies today still stuck in the 1960's? Why can't participants compete and at the same time enjoy the roads there driving on? The answer is they can. The Winterfest rally was designed to meet the



level of the participants. Too many rallies today aren't geared correctly for the experience level of the participants, causing many people to have bad vibes about ever competing in a rally again. Unfortunately this has caused fewer rallies to be held.

Understanding the pain of getting lost, I set out to design a touring rally for the Golden Gate Chapter that was simple, yet also semi-challenging. After choosing the great circuit from the south bay town of Mountain View to the small coastal fishing village of Pescadero, I began to modify the route, throwing in extra instructions that would add twists to challenge the ralliers. In order to make sure that my directions were up to snuff, I asked my dad, Mike Splivalo (driver) and Kathleen Daudistel (navigator), to sacrifice their day and be guinea pigs for a test run. I wanted to make sure the future rally participants would actually be able to finish the rally.

It was an concept that worked out perfectly. As they drove the route they tested the instructions word for word. If the instruction did not make sense, then we would go back to where the route became confusing and make changes in real time. By the time we made it to the end at Pescadero, I had changed about a fifth of the language while in the backseat typing on my laptop. Thank God for modern technology!

The goal of the February "Winterfest" touring rally was to make sure that participants completed the event. Thirty-five out of the thirty-nine participating cars finished the event. At the end of the rally I was approached by several enthusiastic participants talking about how a rally program should be started for the Golden Gate Chapter. Any volunteers for the rally committee?

When looking back at the event I must say that to me a fun, challenging rally doesn't consist of the shortest and straightest roads, but of the longest and more challenging roads that are the long way to the destination. It is the road less traveled that I seek, and where that road in the game of life may end up taking me I don't always know. For when the road ends and the ocean begins, as it does in Pescadero, call it a day and sit down to a great meal at a friendly place like Duarte's Tavern.

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Asprec	Winston	Hayward	740iL	1997	Lyang	James	San Mateo	530i	2001
Beetle	Randall	Castro Valley	Z4	2003	McKenzie	Johnathan	Seaside	540i	99
Bledsoe	James	Redwood City	528i	2000	Nathanson	Adam	Oakland		
Buckley	Bill	San Rafael	325i	1993	Rawling	Mark	Sunnyvale	330Ci	2002
Byrne	Shawn	Fairfield	X5	2003	Renteria	William	Walnut Creek	330Ci	2003
Chau	Maria	San Francisco	Mini	2002	Rogers	Mac	Castro Valley	540i	1995
Cheng	John	Martinez	X5	2003	Russ	Tareyton	San Francisco	740iL	1997
Choi	Richard	San Francisco			Sabbah	Sylvain	Berkeley	M3 Coupe	2003
Civitello	Jade	Redwood City	330i	2003	Sharbach	Steve	Castro Valley	323iS	1998
Collentine	Greg	Oakland	535i	1986	Sheppard	Drew	Sunnyvale	325iS	1987
Crow	Keith	San Francisco			Solis	David	San Jose	325iS	1995
Dekker	John	Carmel	X5 4.6	03	Torres	Stephen	Walnut Creek	540i	1997
Eaton	Terry	Pleasant Hill	M5	2001	Vong	Benjamin	Cupertino		
Finn	James	Mill Valley	325i	2003	Warren	James	Napa	M3	1997
Groves	Anthony	Benicia	M3	1995	Whitehouse	Steven	San Jose	528i	2000
Gutierrez	Emmanuel	Union City	328i	1997	Winet	John	Oakland	M3	2003
Gutierrez	Christian	Richmond	2002	1971	Wong	Edison	San Francisco	525i	2002
Helbush	Hank	Ben Lomond	323i	1985	Ying	Aston	San Francisco	323Ci	2000
Hoffmann	Mark	San Mateo	2002tii	1974					
Hughes	Beth	San Francisco	2002tii	72	Re-Joining Members				
Ibsen	Eric	Kingsington	2002	1967	Carloni	Bob	Berkeley		
Johnson	Raymond	Walnut Creek	325Xi	2003	Frazier	D.	Petaluma		
Kennedy	Frank	Walnut Creek	840Ci	1997	Lloyd	Alexander	San Francisco	M5	00
Landwehr	Al	San Luis Obispo	528e	1988	Mallet	John	Saratoga		
Lau	Alex	Brisbane	328i	1998	Sagun	Willy	Morgan Hill		
Lee	Darryl	San Francisco	325i	2002	Whittington	Warren	Moss Beach	540	1995
Lu	Serge	San Jose	M3	1997					

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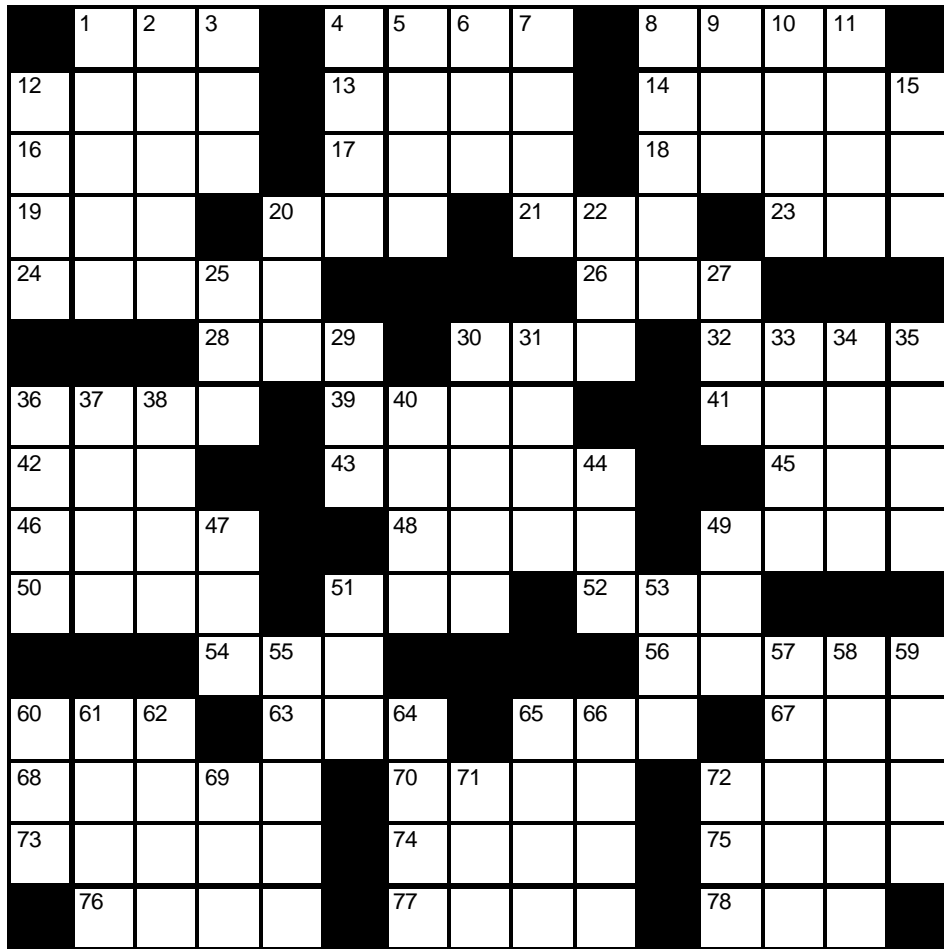
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Across

- 1. Electronic traction aid
 - 4. Not quite soggy
 - 8. “___, yew varmint!” (Slap leather)
 - 12. US odometer reading
 - 13. Unit of land area
 - 14. Had fun on the track or got in trouble off the track
 - 16. Leave out
 - 17. First actual Motorsport sedan
 - 18. Ven you milk der cow, you must tug on der ___
 - 19. After der milking, ___ ve are churning der butter
 - 20. Boy
 - 21. E46 M3 option
 - 23. Cosby series: I —
 - 24. Verges
 - 26. Utilize
 - 28. Chronic affliction of sch. children
 - 30. Emoter
 - 32. Get bigger
 - 36. Satch Carlson’s iX engine after the Thunderbird Rally, 2000
 - 39. Emanation from beneath 36
- Across
- 41. Handed
 - 42. Small ammo
 - 43. Road trip necessity

- 45. Make threads in
 - 46. ___ ‘n’ crafts
 - 48. Reason to pause during marathon road trip
 - 49. What to do to kids in the car
 - 50. Front end
 - 51. What M3s do
 - 52. Where the iX excels
 - 54. Significant time
 - 56. “_____ I’ve found true love!”
 - 60. Acted
 - 63. Brake manufacturer
 - 65. How you shouldn’t drive
 - 67. What you will do forever if you buy an M3
 - 68. The E46 M3 as paradigm
 - 70. Entry in Beijing phone book
 - 72. Layer of Daytona Violet
 - 73. Really cool overlay for flames
 - 74. BMW “Do You Take This Road” commercial
 - 75. Wise teen does this before taking off with Dad’s M roadster
 - 76. Followers of Arnie
 - 77. What one does after 67
- Across
- 78. Posey sniffer

Down

- 1. Pointed at the apex
 - 2. BMW cornering characteristic
 - 3. Suspension position in a corner
 - 4. Info
 - 5. Don’t drive after dropping this
 - 6. Obsolete term of address
 - 7. More small ammo
 - 8. Don’t drive on these
 - 9. Sibling who told Dad after 75 across
 - 10. Performances
 - 11. React to parking-lot dings in your Avus Blau M3
 - 12. Whut he done to th’ lawn
 - 15. Better champagne
 - 20. Hallucinogenic traction control?
 - 22. The one who snickered at Dad’s consternation at 75
- Across
- 25. Dyslexic smog-control agency
 - 27. Isetta
 - 29. The Anti-Destination League, sometimes
 - 30. Word employed when borrowing the Bimmer
 - 31. Map measure
 - 33. Part of time-speed-distance formula

- 34. Boring race track
- 35. What 11 Down victim did upon seeing the other side of the car
- 36. Past tense of spin?
- 37. First-place finisher
- 38. Prolific author Joyc Carl
- 40. Every Buick
- 44. Stick for sticking atop a 330xi.
- 47. Religious domain
- 49. Trackside exchange
- 51. Every Buick
- 53. Hip dude
- 55. Great way to run up gas bills and end a relationship
- 57. Teen in 75 Across
- 58. Dad, waiting for teen in 75 Across
- 59. Groups
- 60. Anybody driving a Taurus
- 61. What Chris Bangle has visually
- 62. See 30 Down
- 64. Come back
- 65. “I ain’t ____,” said the truthful tiger
- 66. Signs the BMW lease
- 69. Appendage twisted before 66 Down
- 71. ___ now, brown cow
- 72. What you need for 65 Across, 5 and 8 Down

(Solution on front inside cover)

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