

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



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Fahren *Affairs*

The Official Newsletter of the San Diego Chapter, BMW CCA



Jack Cavanaugh Memorial Car Show Winners

Photo: Lisa Goehring



Runoff Autocross Results

Photo: Travis Sterne

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Fahren Affairs

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Misc. Car Club Info

San Diego SCCA Auto-X www.sdr-scca.com/solo2

SCCA Club Racing sdr-scca.com/rr

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

www.sdbmwcca.com



The President's Column

Every year near the end of May we hold the annual Jack Cavanaugh Memorial Car Show, Clean Car Contest & Charity Auction. This event brings together all manner of BMWs/MINIs, and club members, to enjoy a casual day along San Diego Bay in beautiful Spanish Landing Park, admiring a wide range of both classic and current vehicles. Sometimes older cars can look as if they've just left the showroom, others

may show a little wear and tear but could have an engine bay clean enough to eat off of! It's great to see the variety of cars on display or being judged, and club members just enjoy hanging out and chatting with fellow members, enjoying some fresh grilled brats and bake sale goodies. All of this is made possible by the leadership of our Wachsmeister, Dennis Damon. Dennis takes care of reserving the site, recruiting judges and volunteers, obtaining sponsors, collecting auction item donations, and arranging for event promotion, food, and photography. Finally, as auctioneer, Dennis works the crowd auctioning many BMW or auto-related items to raise funds for the United Ostomy Association in memory of Jack Cavanaugh. Huge thanks to Dennis and the entire car show team for a great event!

In contrast to the gorgeous display of static cars on the grass, we also held an overnight Weekend Drive to Big Bear Lake, across Angeles Crest Highway, and ending at the Petersen Automotive Museum in LA. This event emphasized getting our favorite cars out on the roads, eating up many miles of twisty scenic pavement. Thanks go out to Jonathan King, who did an excellent job of mapping out some great driving roads and picturesque stops along the way.

The key common denominator for these and other events we put on is having enthusiastic volunteers that are interested in creating fun experiences for our club members. We try to provide a good variety of activities that will appeal to a wide range of members. Are there some other activities you'd like to see the club do? We welcome suggestions for new events or activities, and if you'd like to help organize something—even better! Share any ideas you have with any of our Board Members, email us at info@sdbmwcca.com, or reach me at sd-president@sdbmwcca.com. We look forward to hearing from you!

Lisa Goehring

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SUBMITTING INFORMATION TO THE EDITOR

Please send us your stories, tech. tips, photos, etc. We welcome and encourage any material you think would be informative or interesting to other members. All information should be submitted to the editor directly by e-mail to sd-newsletter@sdbmwcca.com. The deadline for submitting information to the editor is the 10th of even months.

Calendar

July 9-15

BMW CCA National Event:
Octoberfest 2018 in Pittsburgh, PA

July 10

San Diego Chapter - Board Meeting

July 14

Car Control Clinic
SDCCU Stadium, West Lot

July 14

Autocross Practice
SDCCU Stadium, West Lot

August 14

San Diego Chapter - Board Meeting

August 18

Autocross
SDCCU Stadium, Southeast Lot

August 19

End of Summer Tour
Starting point: BMW of Escondido

September 11

San Diego Chapter - Board Meeting

October 9

San Diego Chapter - Board Meeting

October 13

Autocross
SDCCU Stadium, West Lot

New Club Members

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

Cloretta Banks	John Fiscella	Dixon Rice
Scott Berry	Rene Garcia	Michael Richter
Daniel Blaul	Cynthia Gower	Jayson Rodriguez
Robert Brubaker	Jared Hahn	Richard Senior
Ryan Burgunder	Scott Hanson	Bradley Shammam
Brian Cassidy	Scott Hartford-Magaña	David Skelley
Thomas Cavanaugh	Robert Henretta	Colin Smith
Ken Chae	George Jackson	Margaret Smith
Susanne Cho	Peter Katkov	John Stacks
Dean Christy	Ariel Levine	Patrick Tagan
Colby Conant	Benjamin Linatoc	William Theurer
Stuart Crosby	Ian Lockhart	Jason Van Slyke
Bing Drastrup	Daniel Lozano	Jerry Waldron
Rollan Enriquez	Steven McBrayer	Scott Weldner
Stephen Fahringer	Michael Mixer	Tom Williams
Angelo Fandinio	Rene Noga	Frederic Wuetelet
Danilo Fandinio	William Paige	Jay Znamirovski
Jessica Fandinio	Mark Pearsey	
Jack Fernandez	Eileen Quintela	

Social Media

Chapter Website:

sdbmwcca.com



Monthly Meetings

San Diego Chapter monthly Board Meetings are held the 2nd Tuesday of each month at:

Filippi's Pizza Grotto
5353 Kearny Villa Road

NEW LOCATION!

5:45 p.m. – Pizza & soft drinks
6:30 p.m. – Board Meeting

Please join us to meet fellow members, be the first to hear about upcoming events and learn how you can contribute to our chapter.

Are you moving?

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

Local Membership Discounts

The following advertisers offer a discount to BMW CCA members.

BMW of Escondido	15% discount parts & service
BMW of El Cajon	15% discount parts & labor
BMW of Murrieta	Special BMW Car Club pricing
Charlie's Foreign Car	10% discount
5 Point Auto Spa	10% discount
La Jolla Independent	10% discount
Bavarian Mastercare	10% discount
Oceanside Motorsports	Complimentary detail upgrade

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Description	Size	1 Issue	1 Year (six issues)
Full Page, Inside Front Cover	7.5" x 10.0"	\$425	\$2,125
Full Page, Inside Back Cover	7.5" x 10.0"	\$400	\$2,000
Full Page, Internal	7.5" x 10.0"	\$320	\$1,600
Half Page, Inside Cover(s)	7.5" x 5.0"	\$280	\$1,400
Half page, internal	7.5" x 5.0"	\$240	\$1,200
Third page, internal	7.5" x 3.5"	\$120	\$600
Quarter page, internal	3.5" x 5.0"	\$100	\$500
Business card, internal	2.0" x 3.5"	\$60	\$300

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Car Control Clinic

Saturday, July 14

Register NOW at sdbmwcca.motorsportreg.com



Improve your driving skills, increase your confidence, and experience your car's capabilities in a fun, safe and stress-free environment. Through our classroom sessions, car-control exercises and autocross practice, you will learn skills and techniques that will be applicable to real-world driving situations. Our classroom instructor will discuss everything from proper seating and mirror positions to oversteer and understeer. After class, our experienced driving instructors will help you master the car control exercises. Then, in the afternoon, we'll do all the exercises in succession in one big course.

**This clinic is geared toward drivers who have not had prior performance-driving experience. Experienced autocrossers should check out our Open Practice, also scheduled for July 14.*

What will my day look like?

7:00 am – Arrive at Qualcomm Stadium; Empty your car
7:20 am – Registration and Safety Inspection Open
8:00 am – Introduction and Classroom Session
9:00 am – Car Control Exercises
12:30 pm – Lunch & Classroom
2:00–4:00 pm – Practice Laps

What car can I bring?

All registered, street-legal cars are welcome.

Who can register?

Anyone with a valid driver's license who is 16 or older. Drivers between 16 and 18 years must bring a parent or guardian to sign the Minor Release Waiver. BMW CCA membership is not a requirement. Two drivers may share one car, but both drivers must register separately. Registration is restricted to members and family or friends of members. Member may register up to two participants.

What is the cost?

The cost of this event is \$60 and includes a taco lunch catered by Taquizas.

How do I sign up?

Registration is online using MotorsportReg. You'll need to create an MSR account if you don't already have one.

****Only 40 spots available so sign up early!*****
sdbmwcca.motorsportreg.com

What should I bring?

Your car with a full tank of gas and good tire tread, your driver's license, sunscreen, a hat and if you have one or can borrow one, a Snell 2010 or newer helmet. A limited number of helmets are available first-come, first-served, so please let us know if you will need one.

Will my insurance be valid?

You will have to check with your individual carrier to see if you are covered for an event such as this.

I have more questions. Who do I ask?

Email Kim at autocross-director@sdbmwcca.com



these two events...

Autocross Open Practice

Saturday, July 14

Register NOW at sdbmwcca.motorsportreg.com



If you're looking to hone your advanced autocross skills or if you want to dial in your car, then join us for a morning of autocross practice. Make sure you have a full tank of gas and plenty of tire tread, because you'll get a lot of laps in. We will have a few advanced autocross instructors available to help. Points and trophies will not be awarded as this is not a competitive event.

**This event caters to advanced drivers. If you're new to performance driving or if you want to learn important car-control skills, check out our Car Control Clinic, also scheduled for July 14.*

Planned Schedule

6:10 am – Gates open
6:30 am – Registration and Tech Inspection open
7:20 am – Course walk (optional, self-guided)
8:15 am – Driver meeting
8:40 am – Course opens
Three run groups of 20 cars. Each get:
 Two 40-45 min run sessions
 Two 40-45 min rest sessions
 One 80-90 min work session
1:30 pm – Day ends

Registration

Opens on March 1 through MotorsportReg.
www.sdbmwcca.motorsportreg.com

Who can register?

Anyone with a valid driver's license who is 16 or older. Drivers under the age of 18 years must bring a parent or guardian to sign the Minor Release Waiver. Two drivers may share one car, but both drivers must register separately.

Is a BMW CCA membership required?

Registration will be open to BMW CCA members on March 1 and will open to non-members on April 1.

What cars are allowed?

All marques are welcome. Cars must pass our tech inspection. SAV, SUV and trucks are not permitted at this particular event.

Cost

The cost of this event is \$80. Coffee and muffins will be available first thing in the morning, and water will be on hand all day, but lunch will not be provided.

What to expect

If the day runs as scheduled, each driver should get two 40-45 minute run sessions which should result in 20-25 laps in total. Additionally, each driver will have two 40-45 minute rest sessions and one 80-90 minute work session.

Sound Limit

The stadium's normal sound limit of 91dB will be in effect. Cars over the limit won't be able to run and entry fee will not be refunded.

Timing

Timing equipment will be running and the display will be available for drivers to see, but times will not be recorded.

Items to bring

Driver's license, snacks or lunch, sunscreen, hat, Snell 2010 or newer helmet.

Insurance

As with most parking lot or track events, your insurance may not be valid. Check with your individual carrier.

Questions?

Email Kim at autocross-director@sdbmwcca.com

Upcoming Event

Autocross Dates for 2018

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

August 18	Autocross, Southeast Lot
October 13	Autocross, West Lot
November 17	Women's Car Control Clinic, Southeast Lot
December 15	Autocross, West Lot
January 12	Autocross, West Lot

Upcoming Event

End of Summer Tour

Sunday, August 19

Fun for the whole family! No registration required.

Join us for one of our most popular Chapter events: a Driving Tour on some great SoCal roads. We will celebrate another Summer by breaking out of our routine commute and properly exercising our Ultimate Driving Machines. This time, we will head North on a route that is new to our Tour regulars—some real asphalt gems in Riverside County. The Tour will include self-guided directions and a group lunch stop.

Fun for the whole family. No fee or registration required. Just arrive, drive, and have a great time!

Meet at BMW of Escondido (lot behind showroom)

1557 Auto Park Way N., Escondido

Arrive at 9:00am

Participant Meeting at 9:30am



Photo: Markus Stampfli



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2018 JACK CAVANAUGH MEMORIAL CAR SHOW, CLEAN CAR CONTEST & CHARITY AUCTION



THIS YEAR'S CAR SHOW WAS HELD ONCE again on the beautiful grass of Spanish Landing Park West, directly across from the Bay near San Diego airport. Sixty-five BMWs participated, featuring everything from a 2002, a 2800, several Z8s and many modern ///M cars.

Our sponsors included BMW of Escondido & Brecht Motorsports, La Jolla Independent, All German Auto, Black Forest, Autobahn Parts, SD Motoring Accessories, Griots Garage, Bavarian Autosport, Motive Products, P21S, & Maximillian.

The charity auction of dealer, sponsor, and member-donated BMW items produced over \$2,000! Many thanks to Neil Daly of Oceanside Motorsports for providing the brats & beverages. BMW of Escondido provided \$500 for the unique awards and \$1,000 worth of items for the auction. This year the club will donate \$3,000 to the United Ostomy Association!

The Wachsmeister





Award Photos: Lisa Goehring



Photo: Travis Sterne



Photo: Travis Sterne



Photo: Lisa Goehring



Photo: Travis Sterne

CLEAN CAR CONTEST WINNERS

CLEAN

- 1st David McClurg 2005 325i
- 2nd Tyler Johnson 2007 Z4 M Coupe
- 3rd Mike Knapp 2007 Z4 M Roadster

SUPER CLEAN

- 1st Vincent Gormally 1985 M535i
- 2nd Jim Lloyd 2003 M3
- 3rd Paul Cain 1970 2800

MASTER'S

- David Stillwell 2002 M3

JACK CAVANAUGH PERPETUAL AWARD

- Mike Burger 1970 2800

BUMPER DOC TECH SESSION



Photo: Lisa Goehring

DESPITE OUR BEST EFFORTS, OUR BMWs never stay looking as nice as the day they were new. Over time, the ravages of the road, careless people in parking lots, errant stones, and even sunshine can take their toll. Fortunately, there are ways to erase the wear of Driving our Ultimate Machines. About twenty Chapter members gathered on a Thursday evening to learn more about keeping our Bimmers beautiful. Bumper Doc in Kearny Mesa hosted us to review their many services, including repainting bumpers and other body panels, harmlessly removing dings, repairing windshield chips, restoring sun-faded headlight covers, detailing paint surfaces, repairing wheels that have encountered a curb or pothole, and tinting windows.

RJ and Jessica Coons are genuine car enthusiasts who recently acquired this largest Bumper Doc franchise in San Diego. They added so many services that the business name barely scratches the surface of what they can do to restore surfaces. After grilling burgers and hot dogs for us, they gave an overview and some

demonstrations of their capabilities. In addition to repairing and repainting bumpers, they provide a wide array of body repair, featuring a downdraft spray booth and using top-quality Sikkens paints. They restore yellowed headlights with an exclusive finish and warranty the results. Top contractors are retained for wheel repair and painless dent removal. During our Tech Session, their ding master demonstrated his skills by quickly eliminating door dings on an E46 Touring. We were all impressed by how quick he was, expertly pushing the ding out from behind and then tapping on the paint surface without any hint of the previous damage. Amazing. As we watched, they filled two windshield chips on another E46 with resin, curing it with heat and light to nearly eliminate any sign of the chip and preventing it from becoming a crack. We thank RJ and Jessica for a great Tech Session and appreciate their support of our Chapter.

Dan Tackett



Photo: Peter Minearo

Photo: Lisa Goehring



Photo: Lisa Goehring

Photo: Lisa Goehring

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LONG BEACH GRAND PRIX Pit Tour



Photos: Lisa Goehring



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2018 RUG CUNNINGHAM MEMORIAL RUNOFF AUTOCROSS



Photos: Chris Keefer

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

June 2, 2018

SPECIAL AWARDS

Fastest BMW!

Fastest Woman!

Novice 1st Place

RESULTS

G - GOLD CLASS

Mark M.	1990	RF90	67.865
Conner B.	1988	E30	70.122
Peter E.	2016	M4	70.180
Andrew S.	2003	S2000	70.354
Greg D.	1993	325i	70.527
Sean T.	2017	86	71.064
William W.	2004	Miata	71.236
Mark F.	1997	M3	72.300
Satakak K.	2000	323i	73.608
Lisa G.	1995	M3	73.896
Neil D.	1991	318is	74.170
Ian A.	1989	325i	74.510
Rob W.	1993	318i	74.593
Geoff S.	2009	335i	76.692

LC - LEGACY

Theodore S.	1995	318ti	70.478
Todd S.	1995	318ti	71.512
Enzo F.	1997	318ti	77.012
Ryan B.	1991	318is	77.012
Josie B.	1989	325i	80.503
Konstantin K.	1984	318	90.223

MC - MINI COOPER

Charles E.	2006	Cooper S	76.167
Will C.	2012	Cooper S	79.590
Steven R.	2013	Cooper S	82.395
Chris H.	2013	Cooper S	84.357

MM - ///M MODIFIED

Shawn F.	2011	1M	71.275
Ed P.	1997	M3	72.648
AJ Y.	1999	M3	72.843
Stephen Y.	1995	M3	73.519
Jonathan K.	1998	M3	73.734
Thomas N.	1997	M3	81.082

MPM - ///M MODIFIED OVER 400 STOCK HP

Rob J.	2013	M3	72.295
Daniel W.	2018	M4	74.049
Ludovico V.	2016	M4	74.492
Grant K.	2018	M2	75.567
Tom F.	2016	M4 Coupe	76.849
Ryan M.	2015	M3	77.130

MPS - ///M STOCK OVER 400 STOCK HP

Clint B.	2009	M3	70.340
Stephen H.	2011	M3	72.726
Vinh L.	2015	M3	73.310
Jeff B.	2016	M3	78.452
Jacques B.	2018	M2	79.029
Douglas S.	2015	M3	85.017

MS - ///M STOCK

Jack R.	1999	M3 Coupe	72.783
Zidong J.	2002	M3 Coupe	76.968
Cameron S.	1992	525i	77.907
Kelley C.	2002	M3	78.748

NAM - NATURALLY ASPIRATED MODIFIED

Kurt M.	1989	325i	73.776
Kenny B.	2006	325i	74.662
Daniel L.	1988	M3	75.362
Ramze B.	1990	325is	75.566
Jeremy B.	2004	325ci	75.902
Simon R.	2004	325ci	77.112
Peter K.	1989	325	77.772
Chris K.	2006	330i	78.396
Justin P.	1989	325is	79.349
Alyson K.	2006	330i	81.063
Malcolm H.	2009	328i	82.908
Dan B.	1988	325is	86.027

NAS - NATURALLY ASPIRATED STOCK

Harry W.	2000	Z3-2.8	78.276
Jason V.	2001	Z3 Coupe	79.636
Michael S.	2003	330i ZHP	83.423
Patrick T.	2011	Z4	85.922
Alex V.	2000	325i	86.117

TM - TURBO MODIFIED

Paul H.	2014	235	72.430
Scott S.	2012	135i	72.762
Mikey R.	2011	135i	76.530
Andreas H.	2011	Z4	77.301
Chris R.	2011	135i	79.448
Jake B.	2015	228i	79.570

TS - 6/8/12 TURBO STOCK

Peter M.	2017	M240i	78.676
Jack H.	2012	135i	80.952
Steven M.	2017	230i	82.553

X - NON-BMW

David R.	2007	Corvette Z06	72.003
Mathieu H.	2000	Miata	72.186
Sean D.	1981	308	72.237
Patrick A.	2013	FRS	72.240
Scott S.	2007	S2000	72.297
Pelton B.	2015	BRZ	73.635
Paul C.	1999	Civic	73.979
Jason L.	2000	Focus ZX3	75.169
Gabriel Z.	1999	Miata	76.118
William T.	2009	RX-8	76.201
Justin E.	1994	Miata	76.279
Clay P.	1996	Miata	77.153
James A.	2013	FRS	77.738
Fred C.	2017	Miata RF	77.992
Bruno S.	2016	FRS	78.006
Rachel M.	2006	Miata	78.588
Trevor H.	2003	Protege 5	78.715
Karen C.	2007	RX8	78.842
David B.	1975	Dino 308 gt/4	79.137
Blair J.	1995	Corvette	79.302
Kaile H.	2009	RX8 GT	79.724
Jon R.	1984	Celica	79.943
Yutan L.	2001	Miata	79.952
Ryan F.	2015	Mustang GT	80.159
James C.	1984	Celica	81.243
JAYSON R.	2017	BRZ	82.379
George J.	2008	STI	82.423
Troy S.	2006	Elise	82.626
Nathan T.	2017	Focus	83.081
Mike J.	1995	Corvette	84.748
Robert M.	2000	911	85.148
Nanette C.	2017	Miata RF	87.835
Brian S.	2006	Elise	88.991
Mingdong W.	2017	Miata	89.352



Each year at the Rug Cunningham Memorial Runoff Autocross, the fastest driver in each car class earns the right to compete head-to-head in a mystery car and have their name engraved on the perpetual trophy. Congratulations to this year's Runoff winner, Shawn Flanagan!

RUNOFF RESULTS

1. Shawn F.	79.660	7. Rob J.	82.936
2. Clint B.	79.893	8. Paul H.	83.186
3. Theodore S.	80.272	9. Charles E.	83.572
4. David R.	80.488	10. Harry W.	84.239
5. Kurt M.	81.238	11. Mark M.	87.061
6. Jack R.	82.404	12. Peter M.	87.492



HERE UND THERE

Interstate vs. Autobahn



Photos: Dan Tackett

Planning a BMW European Delivery trip? Then enjoy this article by Dan Tackett from 2005 where he compares driving 6,000 miles in Europe versus 6,000 miles in the U.S. —Ed.

Driving 6,000 miles from coast to coast...to coast reveals the American driving environment, circa 2005. Coincidentally, immediately before the Oktoberfest trek, I also drove a European Delivery 645 convertible 6,000 miles in Europe over two months. Bring on the comparison, a true “road test.” Sure, there are plenty of contrasts, but some similarities are surprising.

Traffic: Traffic sucks, whether it’s on the Autobahn or the Interstate. Lanes clogged with endless lines of slow trucks does your rapid progress no good at all. Which highway “wins” our first category? The German Autobahn suffers from even more truck traffic than we found on this trans-continental Interstate drive, much of it from Eastern Europe. There’s no escape from frustrating “Elephant Races,” when a slow truck slowly passes a slower one, whether the insufferable closing speed is 3 mph or 5 km/h. Another category of slow-moving vehicles clogs the ‘bahn: Dutch families towing vacation trailers with their tiny cars. The Dutch love camping, and so many depart their homeland that Holland

must rise all the way up to sea level in the Summertime. Most Autobahns have two lanes, like Interstates, so a right lane full of trucks relegates slow trailers to the left lane. At least Germany legislates in a reprieve: commercial trucks are banned from the ‘bahn on Sundays unless they’re hauling perishable goods. Memo to aspiring ‘bahnburners: schedule your high-speed heroics for Sundays.

Drivers: German drivers are probably the best in the world: attentive, predictable and disciplined, consistently using turn signals and quickly returning to the right lane after a pass. It never ceases to amaze just how effectively the left lane parts, as if Moses himself was riding shotgun. In a different time, he would have probably driven a Red C-Class Mercedes. Hand-held mobile phones are banned and cupholders are superfluous as drivers focus 100% of their attention on the important stuff. Like being the first person to reach the next traffic jam. America is, well, different.

Courtesy: But...Germans are much more aggressive, as if driving itself is a competitive sport. Put another way: the left lane clears (immediately) in Germany because drivers have to move over, by law and cultural convention. In

the US, the left lane clears (eventually) because drivers choose to let you by.

Driver Philosophy: A subtle but significant difference pervades the whole experience: In Germany, driving is considered a privilege. It takes a lot of months and a lot of Euros to get a license, so they protect their privilege by doing it right. Extensive mass transit makes not driving a realistic option, unlike here. In the US, driving is considered a right, so people still get by doing it wrong. Driver education is not valued; our legislators keep blaming “dangerous” cars for accidents, so they devise tougher safety requirements instead of making drivers more responsible for their own safety.

Speed Limits: Not all of the Autobahn is unlimited. Speed limits (130 km/h = 80 mph) exist in more and more places, such as major highway interchanges, narrower sections, and construction zones. Abundant electronic signs are used to vary the speed limit in bad weather or during congestion. Another great use: sensors and cameras allow close monitoring of most Autobahn sections. If there’s a traffic jam (“Stau”), electronic signs progressively slow traffic down for a “soft landing.” The first sign shows the unlimited speed symbol, then 120 km/h, then 80 km/h, then the stau symbol to warn of stopped traffic ahead. Very cool. The concept of variable speed limits would probably confuse the average American driver. But aren’t we all above average?





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Highways: The Autobahn is very smooth and turns have a gentle radius for efficient high-speed travel. Signage is excellent, often with pictograms of complex exits or interchanges. Dashed lines between lanes are longer and further apart, blinking by at the same frequency at 100 mph as Interstate lines do at 60. A surprising amount of I-70 and I-40 was also in excellent condition, recently resurfaced and done well. Delays from highway construction are common during summer on both sides of the Atlantic.

Cars: No surprise here: In Europe they're smaller and they're cars. Pickup trucks, the top sellers stateside, simply don't exist. The SUV role is filled by popular small wagons. Minivans are truly mini, the size of a Mazda 5 just introduced in the US. For a particular model, gas engines tend to be smaller: 320i 4 cylinder vs. 325i, or 520i 6 cylinder vs. 530i. 330s and 545s are extremely rare. But it's the diesels that rule. About 48% of passenger cars in Europe don't require those pesky spark plugs, yet modern diesels are quiet, clean, and quick! With incredible torque, they really get off the line and have no problem passing on the 2-lanes. At high speeds, both small gasoline engines and diesels need to maintain momentum, so you get an accordion effect whenever the left lane frees up and everyone tries to get back up to speed. We all

know the automotive landscape in the US: big is in, whether it's a truck, SUV or minivan. The world is a tall place from a lowered M3.

Navigating: In Germany, you route trips by cities along your way (München, Nürnberg, Heilbronn...) vs. routing by highway direction in the US (I-70 East, I-64 East, I-77 South...). Neither is better, just different. Bring a map if you don't have navigation!

Highway Routing: Autobahns mostly go around cities, not through the city center. If your route involves A3 via Frankfurt and Würzburg, for example, you would hardly notice either city. Spur highways take you into cities if that is your final destination. Our Interstate highway system was designed to link major cities, so you experience each city's downtown highlights... and traffic, during long distance US travel.

Exits: To maximize efficient traffic flow, Autobahns have far fewer exits and much more distance between them. You really don't want to miss an exit, and there's also no quick way out of heavy traffic jams when they occur. Nationwide traffic updates interrupt the radio (or CD) every hour to warn of any "stau" nearby; some can stretch for 5-10 km. Every Autobahn exit has signs counting down the distance: 300m, 200m, 100m, just like braking markers on a racetrack. What a country!



Gas Stations: With fewer exits, there are fewer service stations available on the Autobahn, so you have to plan better. Restrooms are much cleaner than the US standard (like that's hard to beat) and there's usually an attendant outside who keeps it that way. You're expected to tip them 20-50 cents (that's what they call fractional Euros), so prepare to pay to pee. You'll find portable air tanks, with a dial in psi, and simple buttons to check your pressure: "+" to fill and "-" to bleed air from tires. To remove Germany's plentiful bugs, a separate scrubber sponge and squeegee are provided, and there's actually detergent in the water! Gas stations include convenience stores, just like here, and you can pay inside with a credit card after you fill.

Fuel: Unleaded is 95 and 98 octane RON. In the US, octane is measured as the average of Research and Method, so the German fuel is about equivalent to our 91 and 94 octane. You've already heard this part: due to heavy taxes and the poor exchange rate, gasoline costs about \$6/gallon. Hence, smaller cars and engines, and almost no SUVs. The popularity of diesels makes sense at refill time: lower fuel cost (less tax) and less consumption means a diesel vehicle costs about half to fill vs. its gasoline equivalent (based upon prior experience with a 525i and 530d caravanning together).

Rest Stops: Germany has a very high standard: several islands at the gas stations (and separate pumps for commercial trucks), fresh hot food at a cafeteria or full-service restaurant, convenience store with extensive selection, and immaculate restrooms. They are the place to stop while traveling, and they are abundant. Such extensive rest stops can be found in the US too, but the quality varies widely.

Services: The term "Generica" was coined to describe cookie-cutter traveler services along the Interstate. Same standardized fast food restaurants, same gas stations and convenience stores, same Wal*Mart and Cracker Barrel newly built in at every exit. Was that Subway sandwich from the truck stop in Arkansas or Arizona? Though you're never far from a McDonalds in

Germany either, other "chain" restaurants and franchised service businesses are rare. Their cities are well-established and new construction is controlled, so they don't have anonymous suburban exits full of the same services. Use the convenient rest stops.

Patrolling: Here you drive with one eye on rearview mirror, leaving less attention to the road and driving. Here the cops are "the enemy," and you employ electronic countermeasures to prevail. There, radar cameras (smile!) do the speed enforcement where limits exist, so the cops are free to help motorists. You almost NEVER see someone pulled over on the shoulder. That would be a distraction—they lead you to the next exit instead. The strangest sensation for an American is passing a German police car at speed on the autobahn. Just make sure you're in an unlimited section!

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Billboards: Banned on the 'bahn to minimize distractions, driving becomes much more pleasant and scenic. We've grown so used to highway clutter here that you don't notice it... until it's gone.

Average Speed: We saved the biggest surprise for last. Over long distances, driven like a typical BMW enthusiast, average speeds on either side of the Atlantic are almost identical! While you can drive much faster in Germany, traffic and construction causes slow sections to be even slower and longer than in the US. The highs are

higher, but the lows are lower. Here in the US, speeds are more consistent, ranging from 40 mph to 85 mph, vs. 25 mph to 125 mph on the Autobahn. We were shocked to find our speed average to be so close. However, if you plan your routes carefully (North-South is quicker than East-West) and do your longest distances on truck-free Sundays, you can still get your Autobahn average into the triple digits. The dream lives on.

Dan Tackett





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CHRIS KEEFER

Formerly of La Jolla Independent BMW Service, Chris has been a leading technician in the San Diego BMW community for the last 13 years. Chris started Independent Motorcars in order to continue to deliver a high level of service to his customers and expand those services to the other makes and models his customers have in their garage.



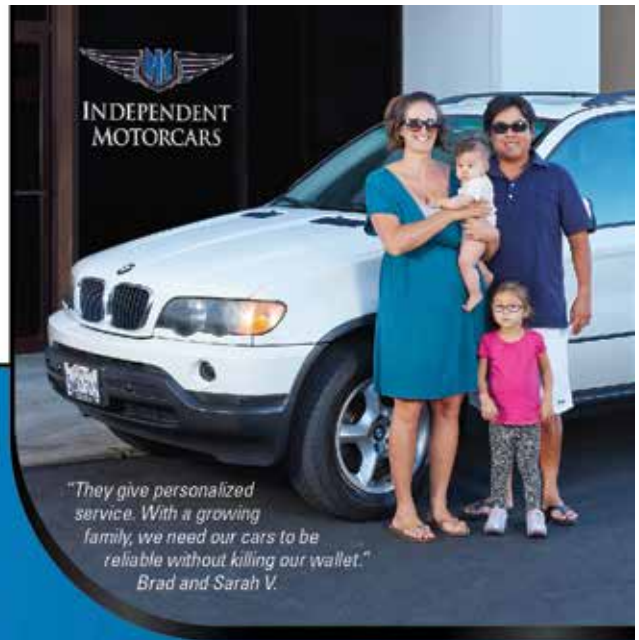
JAY PRZEPADLO

Formerly of La Jolla Independent BMW and Herman Cook VW, Jay has an extensive knowledge of BMW cars and has been factory trained in VW and Audi automobiles during his 15-year career. His main focus is to maintain customer vehicles to a higher-than-factory standard.



ERIK STORER

Formerly of La Jolla Independent BMW, Erik is our resident customer service advocate, in-shop assistant, code enforcer, neat freak and comedian. Erik is the support system of Independent Motorcars in all facets of what we do. Chances are he has picked you up or driven you home without the use of navigation or Google Maps.



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