

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



May-June 2018
Volume 41 No.3

Fahren Affairs

The Official Newsletter of the San Diego Chapter, BMW CCA



Buttonwillow Driving School

Photo: Cali Photo



Join us May 20: Car Show, Contest & Auction

Photo: Lisa Goehring

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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

Our annual High Performance Driving Event is one of our biggest, most anticipated undertakings of the year. It often signals the start of the driving 'season,' when most of the winter weather is behind us, and we're eager to get out and knock some rust off. Not that we actually have nasty winter weather to contend with here anyway. Although, there was that infamous Chuckwalla sandstorm of 2012... but I digress.

We had a excellent HPDE at Buttonwillow Raceway on March 24 & 25. Partnering with the Central California Chapter, and BIG Euro, our event committee designed a multi-faceted event to appeal to a wide range of drivers from novices to hard core Time-Trialers and aspiring racers. And nearly all options were sold out well ahead of time, much to our relief!

It took a lot of planning, recruiting, organizing, cajoling, promoting, cooperating, creating, adapting, preparing, implementing, and so much more—but in the end, it meant lots of high performance DRIVING! And isn't that why we're all here?

Students and instructors came from hundreds of miles away, and spent the weekend exploring the limits of both cars and drivers, learning and fine-tuning driving techniques, admiring some great cars, reconnecting with old friends, and making some new ones.

All of this was possible thanks to our wonderful driving school committee. I want to give a huge shout out to Driving Events Chair Seth Hanson, and his right-hand man Matthew Kogan, Chief Instructor Dan Tackett, Chief Steward Kelley Moon, Expert Adviser Anne Littrell, Equipmentmeister Grant Kluzak, and Treasurer Ryan Moore. Thank you all for implementing this wonderful experience for our members, and making it such a great success!

In May, we turn to another marquee event on our calendar—the annual Jack Cavanaugh Memorial Car Show, Clean Car Contest & Charity Auction. This is a great opportunity to enjoy some fantastic cars and meet other club members in a much more relaxed atmosphere. Come join us by the bay on May 20 to display or admire everything from beautiful vintage classics to modern BMWs, and take part in the automotive-themed auction that benefits the United Ostomy Association. Hope to see you there!

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

May 8

San Diego Chapter - Board Meeting

May 10

Bumper Doc Tech Session
3885 Convoy Street, San Diego

May 20

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

June 2

Rug Cunningham Memorial Runoff Autocross
SDCCU Stadium, West Lot

June 3

Huntington Beach Concours d'Elegance
More info at www.hbconcours.org

June 9-10

BMW Overnight Drive
Big Bear, Petersen Automotive Museum

June 12

San Diego Chapter - Board Meeting

July 9-15

BMW CCA National Event:
Octoberfest 2018 in Pittsburgh, PA

July 14

Car Control Clinic / Autocross Practice
SDCCU Stadium, West Lot

New Club Members

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

Minxiang Bian

Jon Buller

Dean Christy

Sharon Coleman

Chris Erickson

Thomas Grindle

Edward Hulseman

Thomas Jordan

Andy Kaplan

Joe Koppel

Todd Lee

Grove Matsuoka

Wally McCloskey

Peter Minearo

Marcus Myers

Mauro Orosco

Shawn Patterson

John Peterson

Noah Radant

Max Schulz

Roland Senechal

Steven Sherwood

Andrew Thompson

Guillermo Torres Cruz

William Young

Social Media

Chapter Website:

sdbmwcca.com

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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

Upcoming Event

BMW Car Club
of America
San Diego Chapter



&



Escondido



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

Sunday, May 20, 9:00 A.M. to 3:00 P.M.

SPANISH LANDING PARK



West End on the Green, at the Bay, across from the San Diego Airport



CLASSES:

Clean(interior, exterior & trunk)
Super Clean(all of the above plus engine)
Masters (any previous 1st Place – Super Clean judging)

LARGE AUCTION OF DEALER DONATED BMW ITEMS

Register at event - \$10.00. All BMWs & Minis – judged & displayed

Judging starts at about 11:00 A.M.

Brats and soft drinks available.

INFO: DENNIS DAMON, 760-598-8770, ddnomad@msn.com

ALL PROCEEDS GO TO THE UNITED OSTOMY ASSOCIATION



Photos: Lisa Goehring

Upcoming Event

Bumper Doc Tech Session

Thursday, May 10, 6:00-8:30pm

RSVP to sd-events@sdbmwcca.com

Bumper Doc will review all their services to keep your BMW looking great, including:

- Bumper repair and repainting
- Paintless dent removal
- Wheel repair and refinishing
- Headlight restoration
- Windshield chip repair
- Window tinting
- Full detailing services.

Free hamburgers, hot dogs and soft drinks for all.

Plus, one lucky member will get a free Paintless Dent Removal service for demonstration!

Location: 3885 Convoy Street, San Diego



Upcoming Event

BMW Overnight Drive

Saturday & Sunday, June 9-10

Register NOW at sdbmwcca.motorsportreg.com

Join us the weekend of June 9-10 for the club's second annual overnight drive! Starting at noon on Saturday, we will drive to Big Bear Lake, avoiding the highways, and stay the night. On Sunday, we'll drive across the Angeles National Forest to the Petersen Museum for a tour. Watch our website and Facebook page in the coming weeks for registration, starting location and hotel information. Hope to see you all there!



Upcoming Event

RUG CUNNINGHAM Memorial Autocross

Saturday, June 2

Register NOW at sdbmwcca.motorsportreg.com



It's that time again—our annual Runoff Autocross is happening in the West Lot of SDCCU Stadium on Saturday, June 2! Our eleventh runoff event honors the memory of Rug Cunningham, founder of Cunningham BMW, now BMW of El Cajon.

Eleven drivers will qualify for our 2018 Runoff by winning their car classes. The winner of the Runoff will get his or her name on the perpetual trophy and will receive a personal trophy to display with pride.

Our format includes one practice session for all drivers, followed by three timed runs to determine trophies for each class. The first-place winner of each car class earns a runoff position in the afternoon. As all other drivers continue to enjoy fun runs in the afternoon, each runoff contender will drive the same "mystery" car. The driver with the best time will be crowned our 2018 Runoff Champion. Will it be you?

Onsite registration costs \$10 extra, so register online & early!

Important:

- **Only Snell 2010 and 2015 helmets are allowed**
- **All cars MUST be under a 91 dB noise level and we'll be checking! Over 91 dB = no autocross.**
- **You must be a BMW CCA member to participate.** Join online at www.bmwcca.org in advance. Bring your membership card or print your membership confirmation if you have not yet received your membership card.
- We usually fill all the spots prior to the event, so register online early. **\$10 extra to register onsite!**
- If you choose to register onsite, bring cash or check and arrive by 7:30 am.
- The entry fee of \$65 includes breakfast items, lunch and beverages. Additional lunches for guests can be purchased for \$8 at Registration.
- We do not cancel for rain.

Newcomers:

We've all had a first time and we're all still learning, so relax, have fun and enjoy your time with us. You will have an instructor take you around the course for one lap in your car



Photo: Travis Sterne

showing you turn-in points, braking zones and so on. Your instructor will then ride with you for your next three laps helping you learn the course. In your next session, and during the timed runs, you can have an instructor with you or you can go solo if your instructor feels you're ready. These events are what you make them; you can push for good lap times and enjoy the friendly competition or you can have more of a social event where running laps is just another part of a fun-filled day.

Check out the Autocross pages at <http://www.sdbmwcca.com/> for more info on this wonderfully addictive sport.

Schedule:

- 6:30 am – Gates Open
- 7:00 am – Registration and Tech Inspection Open
- 8:00 am – Tech Inspection Closes
(no inspection = no autocross)
- 8:20 am – Driver Meeting (mandatory)
- 9:00 am – Course Opens
- The day typically ends between 4 – 4:30 pm.

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, the Principal Instructor of American Driving School, 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

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Buttonwillow Driving School



Photo: Cali Photo

ON MARCH 24 AND 25, THE SAN DIEGO and Central California Chapters of the BMW Car Club put on a Driving School sponsored by BMW of Escondido. The weather was fantastic and the event was a resounding success! As I think back to when I started participating in driving events with the club, I recall a time where there were more events among the West Coast chapters. Nowadays, we find ourselves in a more competitive environment where there are more driving events from a variety of organizations, leading to lower attendance of our schools. In December, I was elected to take over the Driving Events Chair for the San Diego Chapter from Anne Littrell AND in January started a new daytime job. I had my work cut out for me! With the help of Tim Brecht, Anne Littrel, and Matthew

Kogan, we spent a long evening in December hatching a plan to add some spice back into our driving program.

Historically, the BMW CCA driving program offers a unique experience with a strong focus on education and skill-building at a very reasonable price point. However, our schools are typically priced higher than other organizations that don't place the same emphasis on driver education. We offer one of the best places for you to get out and learn to drive your car at the limit. We start by attracting a large group of fantastic instructors from all over the West Coast. These instructors are the ambassadors of our organization. This dedicated group of volunteers gets you out on the tarmac driving the wheels off your car with safety and confidence.



Photo: Lisa Goehring



Photo: Lisa Goehring

You don't have to make a special request for an instructor as you would in other organizations; instead, we provide an in-car instructor for the duration of the event. They are paid with your smiles and an opportunity to drive their own cars on the track. One of the innovations of this event was to give our instructors more track time: eight sessions over the weekend instead of the typical two. The instructors are strongly encouraged to take students along for rides, an experience not to be missed! The additional driving time for our instructors gives them ample opportunities to earn more of your smiles and open your eyes to what is possible with your BMW.

The BMW Car Club driving schools always have a solid number of novice and intermediate drivers that are eager to learn and excited to get instruction at our events. Our advanced drivers, however, have the skills to run with any organization, even those without instructors. So, in addition to giving our instructors more track time, we tried a few other new tricks. First,

we added an A-Solo group that runs with the instructors because driving with the folks in yellow shirts is a darn hoot. We also created a Time Trial group to give the more competitive drivers a chance to find out how they measure up against their peers. We were even able to offer a Race School in conjunction with NASA for those looking to get a license to get into some wheel-to-wheel racing. And for a lucky few, we offered an Advanced Data Coaching class to use telemetry to really get a data-driven analysis of your driving technique. All the adjustments to the program added up to a fantastic event with something for everyone, from the instructors, to the advanced drivers to the students that had never been on a track before.

These driving schools can't be successful without a tremendous effort from a large group of people. We had nearly 100 participants, 45 instructors, a cadre of key volunteers, and even a Car Show on Saturday with Big Euro's Nor Cal vs So Cal Event. It took a lot of planning



and coordination to make sure everything went smoothly. I would like to extend a huge thanks to Matthew Kogan, my main partner in crime for organizing this event. I would also like to call out our chief instructors, Dan Tackett and Eddy Funahashi for organizing and managing our instructors. Kelly Moon is always amazing up in the tower, as she keeps the event day running like a Swiss watch. I also got some great help from Delight Lucas from the LA Chapter and Terry Eidson from the Central Cal Chapter

running on site registration and track setup to make sure everyone had what they needed— numbers, lunches, apex cones, shade and water. We had a great weekend in no small part due to all the volunteers that helped to make sure everything ran smoothly. Thanks to everyone involved for helping to make this event happen.

Seth Hanson



Photo: Seth Hanson



Photo: Seth Hanson



Photo: Seth Hanson





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Considering a cross-county drive this summer to Oktoberfest 2018 in Pittsburgh? Here's a Roundel article from Dan Tackett who took a (then) new X3 to Oktoberfest 2005 in Greensboro, NC. May his words inspire your own driving adventure this summer! —Ed.

Day 1 Sunday: San Diego – Las Vegas
338 miles, 22.1 mpg, 78.2 mph average

Joining the typical exodus of vehicles heading from LA for Las Vegas, we swam with the fast-paced school, averaging good speed just keeping up with traffic. A very familiar drive.

Day 2 Monday: Las Vegas – Mt. Charleston

We had a day of business instead of travel, meeting with the Mario Andretti Racing School (whose Corporate Sales Manager drives an Estoril Blue M Roadster). We burned too much gas on a trip up Mt. Charleston, leaving us to coast down in Neutral...at up to 100 mph!

Day 3 Tuesday: Las Vegas – Moab UT
23 miles, 21.1 mpg, 66.1 mph average

Some of the most amazing terrain in the world: Zion National Park, Escalante Canyon, Capitol Reef National Park, Moab UT. On the

winding roads, climbing up natural ridges and descending into washes, the X3 proved that it's a true BMW. The steering was very communicative with positive turn-in as our load struggled not to shift with each turn. Deviating from the Interstate should have slowed down the average speed, but the roads were largely clear so we could keep our average up. The eager steptronic trans did lots of hunting between 4th and 5th as the little motor worked its heart out.

Day 4 Wednesday: Moab UT area

Another day for planning instead of travel, spent preparing for future off-road and Western movie tours. The local trail expert reviewed several challenging hills and rock climbs, but we declined to test them in the X3. One close look at the bad-boy Bimmer through the eyes of a grizzled rock climbing veteran didn't leave him laughing too hard. Since off-roading isn't the X3's forte, we sought out scenic photo opps instead. Doing an impression of a serious photographer, I got down on recently-oiled asphalt for a dramatic low angle shot of the X3. Only later did we discover that some oil and gravel stuck to my pants and got on the seats, making me the first person to "tar and leather" a BMW. The seat cleaned up, but the pants were a write-off.

**Day 5 Thursday: Moab UT – Hays KS
694 miles, 22.6 mpg, 78.1 mph average**

A day full of boring interstate highway at least got off to an interesting start as we digested the rest of Utah, all of Colorado, and most of Kansas. Climbing into the Colorado Rockies, the 2.5 liter engine was clearly torque-challenged, struggling to keep the speed up to our (admittedly high) expectations. There was a lot of downshifting to 4th, and sometimes 3rd, so we tried the manual Steptronic mode to control our throttle openings. Our mileage average dropped to 18 mpg for a while, later improving with the descent into Denver and the flat prairie beyond. Eastern Colorado and Kansas were long on cattle, corn and big tractor trailers, short on memories. By late night, we've lost an hour in Central Time and pull into the hamlet of Hays, Kansas.

**Day 6 Friday: Hays KS – Evansville IN
689 miles, 22.4 mpg, 70.2 mph average**

Another long trek took us across the rest of Kansas, Missouri, and Illinois, ending up just inside Indiana. Flat plains turned into rolling green hills, but cattle and semis were still plentiful. Lengthy Interstate repaving projects shoved our fellow motorists into one lane, with endless jams of heavy trucks slowing our average speed. But whenever we had two lanes, a refreshing pattern emerged that remained

throughout the trip: Drivers actually watched their mirrors and moved out of the left lane to let us by. NO left-lane-bandits! I don't know who circulated the nationwide memo, but it was an impressive and consistent improvement over past experience. Maybe it just works on remote Interstates, because we're not about to run out of clueless drivers elsewhere.

**Day 7 Saturday: Evansville IN – Greensboro NC
605 miles, 22.4 mpg, 72.7 mph average**

Five states in one day: Indiana, Kentucky, West Virginia, Virginia, and North Carolina to reach Oktoberfest Central in Greensboro. Kentucky is beautiful: clean, green, and full of pastures with statuesque Thoroughbred horses. After being surrounded for days by domestic cars that, at least in California, scream RENTAL!, the import car count went way up today. A puzzling trend, until I remembered that Honda, Nissan and Toyota have plants to throw 'em together right in this neighborhood. Support the Home Team, buy a Camry! We find the Appalachian Mountains truly beautiful, with deep gorges, wide rivers, and entertaining winding Interstates. In Virginia, the Valentine One is temporarily retired due to their draconian ban on monitoring certain public radio frequencies. Average speed suffers in the interest of avoiding roadside interviews with the uniformed welcoming committee. This effort was not wholly successful on the return trip...



Oktoberfest was its wonderful self, with all of the usual suspects and activities. We arrived with a windshield banner that read “West 2 O’Fest X3Press” and 11 states’ worth of bugs. Other obligations prevented us from using the X3 in the autocross or TSD Rally (we wouldn’t want to further humiliate Satch). Properly emptied for daily commutes to VIR, the X3’s harsh ride returned, but at least the stiff suspension had an upside. There was a well-composed BMW chassis lurking somewhere below us, proving its entertainment value on the Fun Rally route. Taking sweepers at speed while sitting at this altitude felt a bit strange, but the X3 definitely has tight genes.

After the non-stop excitement of Oktoberfest, there was no way around the morning-after and a l-o-n-g drive home:

**Day 1 Saturday: Greensboro NC – Sallisaw OK
1,001 miles, 22.6 mpg, 74.4 mph average**

Dreams of driving home in a raffled M5 are rudely interrupted by an early wake-up call. The Wild West beckons, and it ain’t getting any closer lying in bed. Our plan is to see the Pacific Ocean again in 4 days, but our secret hope is to do it in 3. We’ll shoot for 800 miles and Little Rock, AR at a minimum. We’re also trying to outrun Hurricane Rita, ravaging Eastern Texas and New Orleans today. North Carolina and Tennessee are very wide states with beautiful scenery and smooth roads. While we could stick our arms out the windows and touch states to the north and south, on I-40 West it’s nearly dinnertime before we cross the Mississippi and enter the third state of the day. Looming clouds turn into heavy rain as we hit the outer bands of Rita, now a tropical storm. Behind the wheel, Erwin marvels at the great traction and stability that X-drive gives us in the wet. We keep our pace up, barely miss a restaurant evacuation at our dinner stop (tornado warning) and just make it inside Oklahoma with 1,000 miles for the day. That’s OK.

**Day 2 Sunday: Sallisaw OK – Kingman AZ
1,180 miles, 20.8 mpg, 80.0 mph average**

Our most ambitious day of all, 17 hours, including the gain of two extra hours courtesy of entering the Pacific Time Zone. Our three-day goal is looking good. Behind us, most of Oklahoma, the Texas Panhandle, all of New Mexico, and most of Arizona. The weather is good as the storm has passed, but we’re bucking a headwind that keeps our mpg well below 20 until the final downhill leg. The X3 has more frontal area and a high roof, overworking the little 2.5 as it searches for something resembling power in 4th gear. While BMW can’t eliminate those inherent SUV traits, they have made the X3 live up to its autobahn breeding. In northeastern Arizona, a state official was kind enough to confirm our rate of progress at 105 mph. We’d just passed a tall-g geared semi doing 95, reasoning that he knew the local conditions and that we had no worries. Except for instant-on radar. Not a typical problem for SUVs from Honda or Ford, I’m guessing. The things we do to enlighten ROUNDEL readers.

**Day 3 Monday: Kingman AZ – San Diego CA
480 miles, 23.2 mpg, 64 mph**

Kingman, Las Vegas, then home again in just three days. Driving over the Hoover Dam, we saw a huge engineering project underway, building a wide highway bridge to span the deep canyon and eliminate the security risk of major truck traffic over this strategic site. In Las Vegas, we met a German journalist who just covered Timo Glock in the ChampCar race for an audience unfamiliar with race tracks that never turn right. Slow highways and a long downhill run from Vegas to the Coast kept our average speed down and mileage up.

After the world’s longest test drive, we agreed that the X3 behaves like a BMW should, providing more activity than utility, if you really must sit up high in the nosebleed section.

Dan Tackett

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RESULTS

G - GOLD CLASS

Peter E.	2016	M4	69.394
Sean T.	2017	86	69.788
Tim S.	1995	M3	69.814
Lisa G.	1995	M3	69.914
Greg U.	2016	M2	69.991
Dan H.	2016	MX-5	70.753
Greg D.	1993	325i	71.544

LC - LEGACY

Todd S.	1995	318Ti	69.770
Theodore S.	1995	318Ti	69.833
Enzo F.	1997	318Ti	74.784
Johnathan K.	1998	M3	78.665
Grayson M.	1998	318Ti	79.032
M Josephine B.	1988	325e	80.574
Peter L.	1985	635 csi	80.641
Mark W.	1974	2002	83.344
Paul M.	1998	318Ti	86.765

MM - ///M MODIFIED

Evan F.	1998	M3	72.882
Jorge E.	1998	M3	85.088

MPM - ///M MODIFIED OVER 400 STOCK HP

Brett G.	2017	M2	70.359
Tim P.	2010	M3	71.833
Ludovico V.	2016	M4	72.935

MPS - ///M STOCK OVER 400 STOCK HP

Vinh L.	2015	M3	74.072
Jeff B.	2016	M3	76.662

MS - ///M STOCK

Koray K.	2003	M3	70.880
Jack R.	1999	M3	72.164
John S.	2000	M Coupe	73.769
Shawn F.	2011	1M	74.476
Zidong J.	2002	M3 Coupe	79.949

NAM - NATURALLY ASPIRATED MODIFIED

Austin M.	2011	128i	71.927
Kurt M.	1989	325i	73.452
Austin C.	1993	525it	79.152
Jeremy R.	2004	325ci	81.392
Simon R.	2004	325ci	82.301
Malcolm H.	2009	328i	83.136

NAS - NATURALLY ASPIRATED STOCK

Brian N.	2003	Z4 3.0	71.150
Nicholas R.	1997	328i	72.363
Raymond C.	2006	330i	73.886
Harry W.	2000	Z3-2.8	74.199
Daniel L.	2005	Z4	83.807
Walter G.	1991	325i	87.807

TM - TURBO MODIFIED

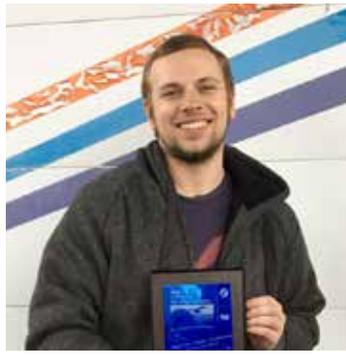
Jake B.	2015	228i	72.309
Juan G.	2014	428i	75.776

TS - 6/8/12 TURBO STOCK

Paul H.	2014	235i	71.874
Peter M.	2017	M240i	73.365
Grant K.	2011	335d	73.869

X - NON-BMW

Scott S.	2005	Elise	68.403
David R.	2007	Corvette	69.220
Patrick D.	2012	TT	69.770
Patrick A.	2013	FRS	69.966
Andrew H.	1998	Impreza	70.094
Carl L.	2006	Miata	70.259
Pelton B.	2015	BRZ	70.989
Andreas K.	2006	Exige	71.117
Daniel R.	2007	Rx8	71.860
Murat E.	2006	911	72.392
Jim A.	2013	FRS	72.573
Lori S.	2017	86	73.545
Paul C.	1999	Civic	73.625
Ajay D.	2003	S2000	73.629
Fred C.	2017	Miata RF	73.672
Doug M.	1993	Miata	73.721
Richard L.	2009	Mazda3	74.295
Suolong D.	2003	S2000	74.300
Clay P.	1996	Miata	74.365
Austin L.	2009	Mazda3	74.433
Eric A.	2012	Cayman R	74.998
Edward F.	2009	Corvette	75.041
Joseph S.	1992	Miata	75.615
Bruno S.	2016	FR-S	75.650
Robert R.	2000	Corvette	75.950
Justin E.	1994	Miata	76.290
Ian T.	2018	Forester	76.336
Karen C.	2000	Rx8	77.228
Mark B.	2000	Rx8	77.654
Adam S.	1995	INTEGRA	78.539
Vikram K.	2003	S2000	79.506
Yutan L.	2001	Miata	80.456
Jeremy Z.	2012	Mustang GT	84.810
Elise C.	2013	Genesis	91.306
Nanette C.	2017	Miata RF	93.286



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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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