

BMW Car Club
of America
Los Angeles Chapter



Whispering Bomb

SPRING 2017



DATED MATERIAL

LOS ANGELES CHAPTER
OF THE BMW CAR CLUB OF AMERICA
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The BMW
Museum in
Munich.

Photo by Kurt Helm



1971
1985

1971
1985

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Photo by Kurt Helm

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Photo by Kurt Helm

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FRONT COVER:

Collectors BMW at the famous Classic Car Garage in Berlin.

Photo by Baabak Afshar

BACK COVER:

Taken at Monterey 2016. Photo by Fred Larimer

CORRECTION:

The Editorial Staff (of one) profusely apologizes to Mark Buehler for misspelling his name in the Winter 2017

Whispering Bomb.



PRESIDENT'S MESSAGE

by Kurt Helm

Spring seems to have arrived this year, albeit a bit greener than usual thanks to the recent rains we experienced.

This is a great opportunity to get your cars prepared for a wonderful driving season. Make sure that they're cleaned and waxed and all your maintenance is taken care of; it makes a weekend drive so much more pleasant when you're enjoying your car rather than worrying about it.

The Chapter will be presenting two half-day sessions at the BMW Performance Center in Thermal, California. The first will take place on May 17th from 12:00 PM to 4:30 PM and the second will take place on November 5th from 8:30 AM to 1:00 PM. Participants will be able to drive BMW's (including M Cars) on a road course, a drag race, an autocross, lead-follow hot laps, and instructor-driven hot laps. Lunch will be included. This is the same event that sold out two times in 2016, so you won't want to miss out! Pricing and registration will be coming out in an e-blast shortly.

We'll also be hosting another wine tour weekend, once again headed up by Gerhard Fehrmann. It's tentatively scheduled for the weekend of October 8-9. This year's venue will change from Santa Maria to the Paso Robles area. Based on Gerhard's past Wine Tours, a good time will be had by all.

If there are activities you would like to see, please let us know – this is your Chapter and as the Board, we want to serve the needs of our Chapter.

Until the next issue, enjoy your car and enjoy your Club.

Five Questions is taking a break this issue – we couldn't come up with questions **OR** answers. Are you curious about something we haven't featured in a past Whispering Bomb? If you have five questions, please email us at editor@losangeles.bmwcca.org. We will be back next issue.

EDITOR'S COLUMN On The Road

by Jean Helm

March brought travel to my doorstep. I spent the month in O'Fallon, Illinois, much to the esteemed Mr. Helm's distress. Of course, that distress lasted just a nano-second or so when he realized that he could play in the garage to his heart's content or take to the road on a weekend and not have to worry about what I had put on his social calendar.

In the meantime, I'm editing this issue of the Whispering Bomb in my hotel room while watching cars go by on Highway 64 and the Canadian geese fly north (the geese seem to be more fascinating to me right now). O'Fallon is about 40 miles due East of St. Louis and there is a dearth of performance cars around here as far as I can tell. Of course, there is still snow falling in these parts in the spring (2 inches just the other day); so if there are any pristine cars out there in this area, I suspect they are still hibernating until the sun looks like it will stay out for awhile. It also helps to get through tornado and hail season before taking their babies out on the road.

Being in this part of the country, I am reminded that I really want to take a trip in the Helm family BMW (which one, which one can I talk the big guy into taking?), traveling down Route 66 from Chicago to Santa Monica. I think this may be a trip to take sometime in the next few years, but not this year as long as we are both traveling for work so much.

Having been here for the best part of the month, I have a renewed appreciation for California weather, our fun roads, and being able to find beautiful cars (all makes and models, not just BMWs) within a stones' throw of our backyard. It helps to have such great weather – even the rain we have had during this winter season hasn't deterred people from driving their beautiful cars around. I do have to admit, the Helm family M2 has not seen much of our roads, as it is destined to remain garaged until the sun shines.

NEW MEMBERS

Timothy Aarons	Jim Chung	Jason Goldman	David Kim	Richard Parker	Michael Smith
John Abelson	Scott Clark	Aleks Gorokhovskiy	Woo Jin Kim	Peter Penna	Don Sowers
Peter Ainsworth	Jason Coker	Ethan Grumbach	Sawsan Knobel	Michael Perlmutter	Reid Steinfeld
Hugo Alfaro	Rico Cordura	Hayden Hall	Brian Kumamoto	Stephen Perry	James Stevens
Lori Allyn	Marc Daniels	John Hamilton	Joseph Lau	Erik Peterson	Gustave Stroes
Thomas Ambrose	Erin Daring	Matt Harris	Ken Lee	James Phillips	Melody Su
Nakprat Anantachaisilp	Will Detterman	Robert Heath	Kevin Lee	Achilles Pietri	Hojoon
Yann Bailey	Emre Disli	Andrew Helseth	Francis Lewis	Richard Price	Michael Swanson
Bobby Barzi	Amy Drost	Juan Hernandez	Max Lifschutz	Marcela Puccio	Jack Takarlekian
Rick Baza	Harold Espinoza	Rene Hernandez	Stephen MacAnlis	Matt Ramirez	William Unruh
Bruce Becker	Robert Faulstich	Marc Hoopingartner	Amy Madeo	Jim Ramirez	Avinash Vakil
Robert Black	Daniel Faulstich	David Horne	Kevin Madsen	Chris Roche	Ron van den Berg
Stanley Bloom	James Faulstich	Phil Howard	Ian Marks	Nicholas Roder	Ellen Vayner
John Bouchard	Kent Fisher	Eugene Huh	Lawrence McCann	Robert Ross	Ronald Walker
William Caras	Wilfred Fojas	Ioannis Ioannou	Brendan McCann	Shayan Rostam	Derek Wang
Anna Cardall	Misty Frasier	Kira Jackson	Kevin Measkhan	Michael Rudney	Jeremy Weiss
Mark Cardenas	Harry Freeman	Russ Jordan	Rachel Midori Abril	Brandon Rudney	Tsan Yang
Courtney Careccia	Gino Fronti	Jason Judy	Michael Murray	Dana Saadat	Jinlong Yang
Yervand Chakryan	Sean Gaffney	Michael Kamen	William Newman	John Sellers	Carson Yee
Gary Chan	Gary Galerne	Laura Keller	Jonathan Ocoma	Daniel Seong	Eric Yeung
Ben Choorut	Alejandro Garcia Rodriguez	Nasser Khoda	Mike Olson	Suneel Shorey	
	Keith Gariepy		Caleb Omotunde	Atoshi Shorey	
	Rick Garner		Steve Pacotti	Tim Skaggs	



THE ELECTRIC EXPERIENCE

by Bill Blowers

When you get right down to it, all fully electric cars, whether the BMW i3, Chevy Bolt, or Tesla Model 3 are not really emission free. Oh, it's true that the cars don't emit anything, but what about the energy source? The electrical power that drives the car comes from the batteries of course, but where do the batteries get their electricity? Why it comes from the wall outlet in the garage of course! Well, somewhere, at the end of a few hundred miles of transmission wire and transformers sits a generator humming along generating volts and amps for that outlet. And that generator most likely is being driven by fossil fuels that are burned to drive powerful turbines. When taken in the aggregate, most electricity today comes from burning natural gas, coal, or other petroleum derivatives.

Some small amount of electricity is generated by solar panels and wind turbines, two truly clean sources. Using nuclear power as a source of electrical generation is about as clean as it gets. Unfortunately fear mongers have shut down most of our nuclear facilities. If one is lucky enough to live near a large dam or waterfall (think Niagara Falls) hydroelectric generators produce electricity from the power of falling water—clean energy.

However, even after taking all 'clean' sources into account, fossil fuels still dominate. All-electric cars are not emission free—they're just emission transfer devices.

A lack of emissions, harmful or not, wasn't among my considerations while I was deliberating the pros and cons of a Tesla. The simple fact was that I needed a new car, one a lot larger and more practical than my beloved Z4. I wanted a new modern large sedan that would comfortably seat at least four adults, was nicely appointed and whose performance would rival the best cars on the highway. We already owned a Mercedes E350, and after all the reading I have done in Mike Miller's columns (Roundel), I wasn't interested in another BMW. I think that the new Lexus has the ugliest grill ever put on the front of a car, reminds me of an old man with an overgrown mustache.

The clincher that pushed the Tesla Model S to the top of my list was the test drive. Ultra-smooth acceleration, power like I had never experienced, flat handling—took a week to get the grin off my face.

This was followed by an absolutely pressure-free buying experience. There are no dealers. As a buyer I was dealing directly with Tesla Motors. Tesla sales people are Tesla Corporation employees. They are paid a salary. They get no bonuses or perks from the cars they sell. The price is what it is. No hassles—no games. Other manufacturers might want

to take a look at this approach. It's refreshing to say the least.

Driving an electric car on a daily basis causes one to think differently about automobiles. Oil changes aren't needed. Radiator coolant, what's that? Spark plugs, valves, transmission fluid—all relegated to a time in my past. I no longer know the price of gasoline. Time was, I couldn't pass a service station without mentally figuring the latest price change for a gallon—now I never notice.

Braking is a different experience. Most of the time, during non-emergency situations, the dynamic braking resulting from battery regeneration is so effective that the car slows quickly to about five miles per hour before brakes are needed at all. In fact, on those rare occasions when I drive our Mercedes, I have to be careful lest I bump into the car in front when stopping for a light.

I don't like to be cold. Getting into a gas powered car on winter mornings used to be a dreaded necessity. Maybe 8-10 minutes later the car would begin to warm up. The heater in the Tesla doesn't get heat from the engine. Like everything else its heat is produced by electricity from the battery. By the time I've traveled 100 yards warm air can be felt coming from the vents. Often it's getting warm by the time I get to the end of my driveway, all 30 feet of it.

Come March 31, I will have been driving electric for a year. The odometer is 424 miles short of reaching 12,000. I haven't spent a dime on gasoline or oil. There have been two trips to Tesla service for the recommended 5000-mile tire rotation (covered by the warranty). The brakes are like new. There have been about 15 automatic software downloads over the past year, all at midnight while the car was parked in my garage—each one improved existing features or solved software bugs.

It's truly a step into the future of automotive technology. ■

Please... Please... Please!!!

Remember that it is very important to keep your membership information up-to-date. We want to make sure that you are in the loop for any announcements from either us at the Chapter level or the National CCA. It's easier to delete an email than it is to live with the knowledge that you may miss out on something you really wanted to do, know, or have.

CALIFORNIA AUTO MUSEUM, Sacramento

Legends of the Autobahn Side Trip

Article & photos by James Chew

For the car enthusiast, August is “the” time to be in Monterey. The Historic Races at Laguna Seca, the Pebble Beach Concours, and the Legends of the Autobahn has car enthusiasts thinking of clever ways to save vacation time (and money) in order to spend two to three weeks in Monterey.

Last year’s event was pure BMW nirvana – with the annual BMW CCA Oktoberfest AND the 100 year BMW celebration also being held.

While being immersed in this environment is wonderful, the car enthusiasts do themselves a disservice if they did not venture outside the confines of Monterey and visit some of the local car museums in the area. One such museum is the California Auto Museum in Sacramento.

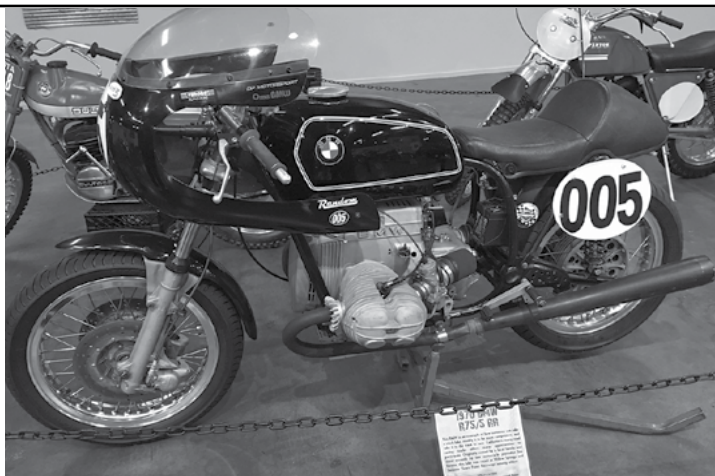
This is not a professionally curated museum that features an impressive classic car mausoleum. Rather, the California Auto Museum is staffed and run by fellow car enthusiasts who want to educate people on California’s unique car culture.

Because of the volunteer staffs’ enthusiasm and knowledge, I highly recommend touring this museum with one of their outstanding docents.

Our tour started with an “Automobile 101” exhibit. The elements of an automotive chassis, the inner workings of an internal combustion car engine, and the inner workings of a differential were displayed. They also have an interesting display on how treaded tires were marketed to the early auto owner. I must admit, I’ve never before seen tire treads that spelled out “non skid!” This museum is a popular destination for school field trips and will ensure a new generation of car enthusiasts.

The museum started as a classic-car museum, so most of the early vehicles are Fords. But you’ll also see a Benz, a Peerless (barn find, no less), and a Metz.

One of the more interesting Lincolns was one that was owned by A.P. Giannini, the founder of Bank of America.



Apparently, he wanted a car with a big back seat, where he conducted banking business with a number of Northern California ranchers and farmers when he drove to their locations. This must be how he earned his reputation for being the banker for the little guy.

The focused period displays are delightful – depicting the California car culture through the decades

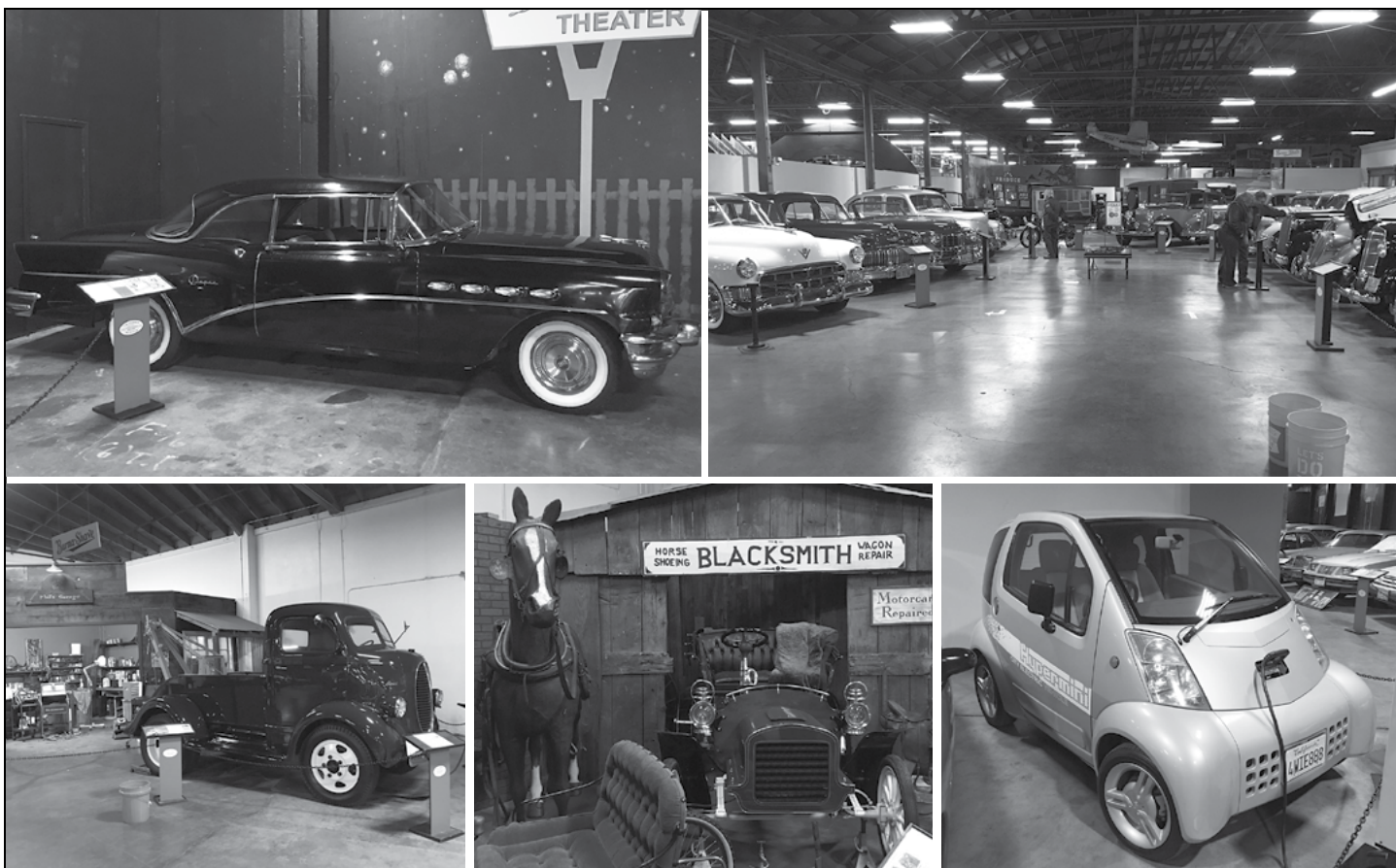
Their museum also has a “classic” alternative vehicle display. Not only was there a Saturn EV, but also a classic Nissan electric vehicle as well as a Honda fuel-cell vehicle. But there were much earlier examples of electric vehicles – one lead acid battery pack – than most of today’s electric vehicles!

One of the more interesting vehicles was Governor Jerry Brown’s Plymouth Satellite – his car during his first two terms as California Governor. Parked next to it was (his then girlfriend) Linda Ronstadt’s Porsche. Another interesting vehicle was a Ford Mustang that belonged to Ricky Nelson. Apparently, that was the car he used to teach his kids to drive!

There were two BMWs on display. One as a classic BMW motorcycle. The other was a 1926 Austin Seven. This vehicle design was licensed to BMW, and resulted in the Dixi, the first production BMW vehicle.

One section of the museum is reserved for the local car clubs. During our visit, the local British Sports Car club had a number of their member’s vehicles on display. Three other sections of note were the racing section, the motorcycle section, and a consignment sales lot.





Four hours later, the tour was complete. We were quite surprised that we spend so much time in what had initially appeared to be a small museum. And if it had not been for the fact that we were hungry, we could have spent much more time.

From my perspective, there's only one museum that exceeds the California Auto Museum in terms of interesting displays of products and the American car culture. That would be the Petersen Automotive Museum in the Miracle Mile neighborhood of Los Angeles. While the displays may be more polished and the vehicle collection larger, I doubt one will find a more knowledgeable and enthusiastic staff than those at the California Auto Museum.

So if you're again attending the August Monterey car events, do yourself a huge favor and expand your car horizons by visiting the California Auto Museum. In addition to a wonderful displays and conversations, you'll again be with "salt of the earth" car enthusiasts – who ironically were the ones that started the Monterey August car events.

Be forewarned – one of the routes from Monterey to Sacramento takes you by a Ghirardelli Chocolate Outlet Store. Not only are you treated to free samples, but there are also chocolate bargains galore!

The California Auto Museum is located at ...
2200 Front Street in Sacramento

Their web site address is:
www.calautomuseum.org.

One Last Thought... Ask For One Of These

Many of us fly, rather than drive, to the wonderful annual

car events in Monterey. As I wrote earlier, securing nearby lodging accommodations is darn near impossible, so, we sometimes drive daily from San Jose to attend.

Spending that much time in a rental car requires planning. Based on experience, if you see a Kia Forte 5 in the fleet – get it.

There are many reasons to seek out this vehicle when you're traveling. First is it's 5-door "road warrior" design. Those of us who have owned hatchbacks appreciate how the rear hatch opened to reveal a large, cue-like cargo area. Even if you're traveling with three other people, you won't be spending much time at the rental car lot trying to determine a clever way to load your entire luggage.

All four doors are large and they open wide to allow for easy entry and exit – even when you're loaded down with "stuff". In terms of room, passenger comfort, and driver's convenience, the Kia Forte 5 seems to have been designed by the same team that designed the wonderful Kia Soul interior. Kia seems to have found the right balance between design refinement, material fit and finish, and durability.

While the review sounds somewhat like our review for the equally wonderful VW Golf, the 2017 Kia Forte isn't simply a VW Golf clone. It has it's own driving "soul" that will make the driver want to conquer the twisty, curvy roads in and out of Monterey. It has the smooth boulevard ride and outstanding vision for those that decide to drive Highway 1 to the event. The Kia Forte 5 is such a pleasure to drive that the 2-hour drive from the San Jose area to the California Auto Museum in Sacramento will go by quickly for both the driver and the passengers. ■

THE DONUT-CAR CONNECTION

by Mark Buehler

I write this with an enormous sugar rush coursing through my system. The caffeine isn't helping either. While I can get my fingers onto the keyboard sort of near the correct keys, I can guarantee you that the spell check function is going to get a major workout before this gets sent off to our illustrious editor, if only to cut down on the number of repeated letters from jittery fingers.

Sidecar Donuts in Costa Mesa is to blame. We go there about once a month, only because we're otherwise in the neighborhood. If we lived any closer, I'd be there every day, weigh 400 pounds, and would have to get a car with bench seats and use an engine hoist to get me in and out. Basically, this is a confession that I may come to need a 12-step program if things stay this way.

I try to be healthy. Really. I hit the gym with great regularity and mostly eat lean protein and vegetables. Dinner last night was a Jethro Bodine sized salad with chunks of roasted turkey and a homemade vinaigrette. I usually skip the fries and choose unsweetened tea over soda at lunch. Coffee, when I have it, is black. Except for special occasions where we go out to dinner, dessert is usually fruit, and the chocolate is the good stuff, and only a couple of squares of it.

So why do I go completely off the reservation for donuts? A long genetic history of law enforcement? I think not. In the last two generations, my family is rife with firefighters, teachers, sales and service people, skilled blue collar guys and a couple of lawyers, but no one in law enforcement. No special affinity there.

So what's the thing with donuts? Especially good donuts. It may be that they push some of the same buttons that quick cars do. I like quick cars. More than I should, probably. I certainly have the same reactions when I get out of a fast car that I do when I leave Sidecar: heavy breathing, increase heart rate, jittery nerves, the feeling that if I were just a little more together, I could have just a little more and, a little later, deep contentment. Sometimes, a nap.

Take this morning. We rolled out of bed, hit the shower and were in the car just after the rain stopped. We took Nikita, the M235i, and launched it on to my favorite entrance ramp. Since it was damp, grip was sub-optimal, but since it was early and the road was empty, that just made it more fun. Even dialed back to 7/10ths, Stephanie giggled a little at the exit. She made the same noise after the first bite of the cinnamon donut about ten minutes later. I made different noise, but it was the same one I made when Nikita's back end gave a little wiggle as it came back in line under power.

A lot of recent research shows that sugar is addictive. Anecdotally, that's true, at least for me. Even more research shows that it's worse for you than fat, which we've all avoided since forever. Then we have the opportunity to get the both together, side by each, in deep-fried morsels of happiness. How could we say no?

I certainly can't.

Cars, and in particular German cars, provide another kind of twofer -- acceleration and handling -- in the same kind of succulent package. I have similar reactions to other fast cars that handle well. I have a well-know affinity for C5 Z06 Corvettes, ZL1 Camaros and almost any Ford product with "GT," "ST," or "RS" on its tucchus, but they're different some how, both intellectually and emotionally. For me, they're more like French Fries: tasty, tempting, salty, delicious, and bad for you, but ultimately avoidable most of the time. Yet, I completely understand how different people regularly chose fries over donuts, and don't fault them in the least.

We all get to choose and moderate our vices. Not everyone has the car gene. Some people willfully drive appliances and spend their time, energy, and effort on other things. I get the people with other affinities -- guitars, cameras, embroidery, Tumblr, whatever, but the folks who just work and plop themselves in front of the television every night? That's not for me. And not for most of the people I know.

A steady diet of oatmeal and tofu may keep you alive, but wouldn't the occasional passion fruit pavlova make that life worth living?

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Diva's World

Editor's Note: Diva has not filed a story for the Spring issue of the Whispering Bomb. I contacted her representative and he issued this statement: "Due to my extended vacation to continental Europe, I was unable to bring myself to write. I had to get away and rest. I may or may not be available to write the Summer column. I will make that decision later in the year. Champagne and bonbons will certainly help in my recovery."

We build the cars that BMW didn't.



M2 2002 'M2'

ENGINE: 2.3 litre s14 from e30 M3, bespoke radiator with electric fan, custom 5-speed Getrag 260 transmission, 3.64 limited-slip diff, 2.5" exhaust, custom air filter housing | **CHASSIS:** 16" Alpina wheels, Ireland Engineering front and rear coilovers, adjustable top mounts, e12 front hubs, custom 5-stud rear hubs, Wilwood 4-pot front and rear calipers, re-engineered rear control arms | **EXTERIOR:** Body rebuilt from shell up, BMW Turbo flairs, Euro rear bumper, BMW Polaris Metallic Silver | **INTERIOR:** Reshaped Recaro front seats, all seats refoamed and trimmed in blue Nappa leather, new carpets throughout (including trunk)



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The Bavarian Beauty

Article & Photos by Baabak Afshar

The German city of Berlin is a splendid place to experience and a top travel destination by any standard. Anyone who has been fortunate enough to visit this gem of a city will probably give you a list of must see destinations around town. The Berlin Wall's Checkpoint Charlie, the gateway into communist East Berlin during the cold war is probably chief among them, as is the Victory Column. Also on that list you may find the parliament or Reichstag building, the famous Brandenburg Gate, Treptower Park, Wilhelm Memorial Church, or the myriad of magnificent museums that pepper the city. What most Berlin visitor's lists fail to include is a little known garage in the western part of town known as Classic Remise.

One of the hidden gems of the automotive world, Classic Remise is one of two such garages in Germany, the other one is in Düsseldorf. The older of the two, this Berlin outpost of vintage car-couture houses some of the most glorious creations in automotive history. Having recently discovered the existence of Remise, I had more than enough reasons to put Berlin back on my list.

The Remise building was originally a transportation hub of sorts. The old tram depot was built in the late 19th century. It was lucky enough to escape the bombings during WWII. Nature's decay and deterioration weren't as kind to the structure as the Allied bombings it turns out. Since the 1960s, due to the decommissioning of the West Berlin Tram System, it laid there rotting, looking for a second life. Then in 2003, a group of automotive investors repurposed the building to house a central garage for vintage and classic cars plus shops for parts, services, accessories, even toys, fashion, and a fancy restaurant for big events to be held on its premise. I was determined to see if any BMW's were housed in the second coming of the old Berlin Tram Depot.

On a typical cold winter evening, armed with my non-DSLR smart-phone camera I managed to go Bimmer hunting at this famed vintage garage to find what I could. To my surprise among all the classic and vintage British, American, French, Italian, and yes – German cars – there were hardly any BMWs. I knew Berliners like to view themselves as sophisticated, metropolitan urbanites, and Bavarians most as those "other" southern, rural, Bimmerphile Germans. But I also knew these clichés are often said in jest and this couldn't possibly be a vintage automotive garage without BMWs. So I kept walking past car after car, row after row, hallway after depot hallway and finally in a dark corner deep inside the cavernous Remise, I found my holy grail. Yes, indeed a classic, vintage BMW did reside there and Berlin Remise had not let me down. As I walked towards the last corner of this massive garage, I knew I had come upon a classic E3.

The E3 designed by Wilhelm Hofmeister, was BMW's grand re-entry into the world of 6-cylinder luxury muscle cars of the 1960s. With the E3, BMW introduced features that would go on to define the company; design elements such as the round twin headlights on each side of the grill. A dual-carbureted, more massive engine was introduced in 1971, the famous BMW 3.0s. There it sat, the beauty that graced the garage back in that cold Berlin winter day. This was the limousine version of the famed CSL 3.0 "Batmobile." This granddaddy of the 7 series was first to introduce the celebrated M30, straight-6, single overhead camshaft (SOHC) engine. Its sibling the coupe E9 has probably graced the pages of every serious automotive magazine in existence. This was a big deal, an automotive gem of a find – the Bimmer hunter's Holy Grail. Having found, in the final corner of the garage what I came to see, I left the Classic Remise garage knowing that even in Berlin there are those who appreciate a Bavarian beauty. ■



BMW 3- & 4-SERIES REPAIR MANUALS

by Benjamin Shahrabani

While most car owners are probably quite content to have any potential problems that rear their head rectified by their friendly BMW dealership service department (especially when the car is still under warranty) or specialist, things still have a tendency to go wrong, or wear out over time. We all know that a select few may have an extraordinary and innate technical and mechanical ability to just begin tearing into things, and sorting out the issue, but most of the rest of us don't, however willing we might be. And the more recent the model of car, the more complicated it is bound to be. So, should you want to try and take on some repairs yourself, how can you learn about your car?

You could purchase a factory service manual for your particular model, but they are expensive, and often not easy to understand to the average person. For the rest of us, companies like Bentley Publishers produce simplified service repair books geared toward the more "hobbyist" mechanic. Everything is task-based, from start to finish, and the necessary tools for every job are mentioned every step of the way, so one is never unprepared.

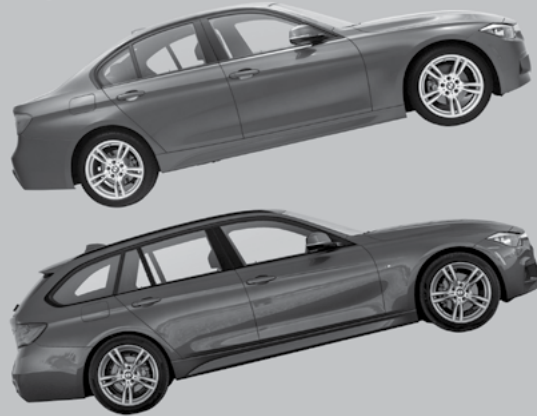
Those of you who already have seen Bentley manuals for another model of car will also probably recognize the familiar format. In our featured BMW books for the 2012-2015 BMW 3 Series, and 2014-2016 BMW 4 Series, there are sections corresponding to specific systems on General Maintenance, Engine, Suspension, Steering, and Brakes, Body, Body Equipment, Electrical System, and Accessories. A section at the end contains the factory wiring diagrams which are very well integrated, and coded with letters to allow for easy tracing of an individual wire from one page to another.

Removing and installing trim pieces, changing the oil in the transmission, troubleshooting electrical issues - a service manual like this will prepare you to take on any number of DIY projects. The majority of readers won't be rebuilding an entire engine by the end of the book, but they might just garner the confidence to tackle some jobs themselves. ■



BMW 3 Series

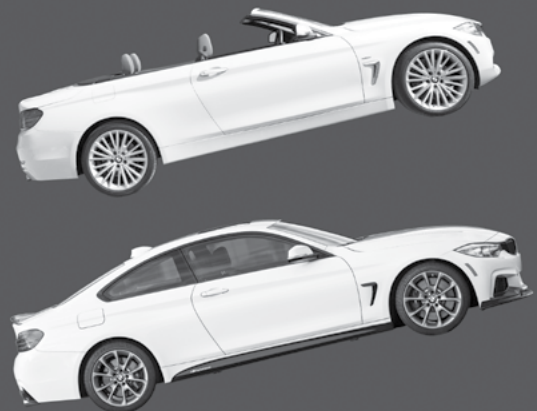
Service Manual
320i, 328i, 328d, 335i,
including xDrive
2012, 2013, 2014, 2015



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BMW 4 Series

Service Manual
428i, 435i, including xDrive
2014, 2015, 2016



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Half-Day Driving Session at the BMW Performance Center
Thermal, CA

JUNE 4

Huntington Beach Concours at the Huntington Beach Central Park,
7111 Talbert Ave, Huntington Beach, California.
Contact: Fred Larimer – fred@fredlarimer.com
Chris Macha - cmacha@socal.rr.com; or
Mike Burger - chileburger1@hotmail.com for more information

**OCTOBER
8 - 9**

Annual Wine Tour (Tentative Date)
Paso Robles, CA area

**NOVEMBER
5**

Half-Day Driving Session at the BMW Performance Center
Thermal, CA



IT'S DRIVING SEASON! Spring Cleaning

Article & Photo by James Chew

For the first time in quite a while, both my mid-Atlantic and California BMW friends are facing the chore of "Spring Cleaning" their BMWs.

For those of us living in the mid-Atlantic, we need to wash off the road salt, road dirt, and beet juice stains from winter driving. We also need to remove the fall leaves, twigs, mulch and other organic debris from the various drain ports and cracks and crevices.

The heavy California rain storms have not only covered the normally dry and clean California roads with mud and organic debris, but also may have revealed water leaks, either due to clogged sunroof drain ports or detached door vapor barriers.

And in both locations, the BMW owners also face the task of cleaning their engine compartment as well as the interior. Rain and snow, as well as coffee and other hot beverages [Editor's note – not in any of the Helm vehicles – that's a "pain-of-death" offense] will heavily stain the vehicle's floor mats and upholstery.

While hackneyed, it's true – a clean car runs better and drives better. And if, God forbid, you're ever in an accident, insurance companies tend to add value to cars that have been obviously well maintained and well groomed.

Whether you're living in California or the Washington, DC Metro area, you quickly find that those that wash and detail their vehicles by themselves are an anomaly [another Editor's note – not amongst the BMW owners we know]. Big end car wash/detail centers as well as mobile wash/detailing services have become big business. While they do a decent job, especially with undercarriage cleaning, one gains a certain healthy attachment to their vehicle by cleaning and detailing their vehicle themselves.

And I must do a fairly decent job on my vehicles – I've had several neighbors offer me dinner and alcohol if I do the same for their vehicles! The answer is always the same – no, unless you have a BMW.

I've always used Mother's car care products on my vehicles. Started by a guy in Huntington Beach, who developed a proprietary polish for high-end wheels, Mother's is still a family owned business and a true American success story. They have grown to become a globally known company with over 70 car care products.

Mother's has developed products that have helped car enthusiasts maintain the "show quality" shine to their vehicles. The pure California Gold Carnauba Wax, the Clay Bar, their power ball polisher, and Headlight restoration kit (that includes a mini power ball) are quite popular with car enthusiasts. I can vouch for all three of these products, having used them on all my vehicles. In fact, I've used the Clay Bar on my daughter's 2001 325i and my wife's 2007 X5, and used the headlight restoration kit on the 325i. While they may exist, I have yet to find a BMW that uses the much more expensive Zymol products that looks better than my "Mother's" vehicles.

I'm always amazed at the amount of dirty/black "stuff" the clay bar and cleaner wax removes from even a well-maintained paint finish. The amount removed by both the clay bar and the cleaner wax was eye opening – even more so considering that it was recently washed following service by my BMW dealer. These Mother's products



are much easier to use than their famous "3-step" exterior finish products and the results are just as good. Using these products on your vehicle after a winter immediately debunks the myth of "lifetime" paint finish treatments. My 135i and X3 looks better than showroom new – more "auto show car new" – after these treatments.

I may be more particular than the typical BMW enthusiast in that I wash my wheels daily. I simply can't stand the black dust build up. If BMW brakes accumulate large amounts of brake dust during "dry" driving, one can only imagine the amount of road salt and other road debris that gets trapped. All one needs is a garden hose and high-pressure nozzle to clean the four wheels and brakes.

BMW must have changed the material used on their new products because my 2012 135i and 2017 X3 do not have the same brake dust as my older BMWs. The braking performance is just as good – so perhaps the BMW engineers have finally heeded the complaints from generations of BMW owners! The Mother's tire and wheel products are most effective on wheels that have a fair amount of brake dust build up. On a friend's BMW, we found that the simple application immediately restored the wheels to factory shine.

BMW's "Nevada" leather on newer vehicles seems to be following an industry trend of processing leather car upholstery to within an inch of vinyl. It's to the point where it's nearly impossible to tell the difference between Nevada leather and the BMW leatherette – BMW-branded leather products were quite effective, especially in remove dirt from the steering wheel. The added bonuses are the lack of the "sticky" finish that's typical after using Lexol brand conditioner, as well as an infusion of "new BMW leather" smell.

And don't forget to wash all interior windows. While I use the Mother's Glass Cleaner, any reputable brand of glass cleaner will do. If you can, buy some micro-fiber towels to clean your windows. They are much more effective than paper towels. Be forewarned – you'll be surprised with the amount of dirt and grime you'll remove, especially from your windshield and rear windows.

Use furniture polish on the wood trim and give all interior surfaces a good dusting and, if needed, wash with a mild detergent solution. I highly recommend that you DON'T use Armor All. Not only have I found treated surfaces to be very slippery, but it collects dust.

And don't forget the carpets, floor mats, and trunk area. Your local Home Depot sells a variety of carpet and cloth upholstery

cleaners, but I do recommend applying Scotchguard following the cleaning.

After eleven years, the headlights on my daughter's 2007 X5 were beginning to develop that dreaded plastic haze. Fortunately, Mother's offers a headlight restoration kit that is quite effective. Heed the instructions about using a cordless drill and the Mother's Powerball to apply the headlight restoration lotion. You won't believe the mess created when using a corded drill and buffing wheel! And I'm proud to say that all three vehicles look showroom new. Because my daughter's car is parked outside, I'm trying the Mother's California Gold Synthetic wax to see if the shine will last longer than their Carnauba wax.

Another benefit from using Mother's products is that they are available at the popular auto parts chains. That being said, I would encourage you to visit Mother's web site to review some of their "web site only" products.

One last thing – DON'T FORGET TO CLEAN THE SUNROOF AND THE ENGINE COWL DRAIN PORTS. Because most BMW owners (and dealers) never clean the sunroof drain ports, they clog from an accumulation of pollen and dirt. This results in water from the sunroof area draining directly in to trunk or cargo areas. Unfortunately the only time BMW owners discover this problem is when they have electrical issues. While BMW has not issued a service bulletin to their detailers to check these drains during the oil service, it's good for you to check yourself. If you don't know where your sunroof drains are located, ask your BMW dealer or go to the internet.

The same goes with the engine cowl area. There are two removable screened trays on either side that prevent debris from clogging the engine drains. If those trays aren't cleaned, water will eventually accumulate and drain in to the front passenger compartment.

As for your door vapor barriers, I suggest you discuss with your local BMW dealer or independent mechanic about having them inspected. If you've experienced rear passenger compartment water leaks during the recent wet weather, chances are they need to be re-installed.

While the focus of this article is on detailing, I did not neglect the mechanical inspection on my three BMWs. "Fast Times" from Bavarian Autosport prints an outstanding Spring mechanical inspection for any BMW. As a BMW enthusiast and a "car guy", I worry that BMW's free maintenance, use of "lifetime" fluids [seriously?] and computer based vehicle monitoring system is creating a generation of BMW enthusiasts that have no close how to open the hood of their BMWs (by the way, that's TWO pulls of the inside hood release for you new 3- and 4-series owners). And BMW's increased use of run-flat tires and tire pressure monitoring systems is creating a generation of BMW owners that have no clue how to check tire pressure, inflate a tire, or change a tire.

A big part of the joy of owning an "Ultimate Driving Machine" is understanding how your vehicles works and performing some of the basic maintenance inspections to prevent major problem from occurring. It helps to know your vehicle's behavior and build an instinctive relationship between owner and vehicle. These people can "feel" the condition of their vehicle – when it needs maintenance and when it needs repairs.

Regional BMW Car Club of America clubs will continue to conduct regular "DIY" clinics in order to educate the new BMW owner – transforming them from BMW owners to BMW enthusiasts. ■

LOS ANGELES CHAPTER AND THE HUNTINGTON BEACH CONOURS, June 2017

by Fred Larimer

Easter is now a memory and it really is time to surf over to the Huntington Beach Concours webpage, click the online registration link and pre-register for the June 4th HB Concours. There is a deadline for registering for the event so don't delay.

The past couple of years a group of Los Angeles and San Diego chapter members have been bringing their cars, picnic baskets, and families out to spend a day at the park, visit with friends and enjoy the cars that are competing for trophies.

Similar in format to the San Diego Chapter show held in mid-May, our BMWs comprise a "show-within-a-show" where the Concours organizers let us set up our own classes and judge our own group of cars.

Our show-within-a-show allows BMW CCA members to participate in a local event as well as support the Huntington Beach Central Library. Proceeds from this event are donated to the Huntington Beach Children's Resource Center at the Library.

Mark your calendars and join us in Huntington Beach on June 4th, 2017. Additional information can be obtained through the following sources;

Huntington Beach Concours webpage

<http://www.hbconcours.org/>

You can find more information on this event through the following FaceBook pages:

- **Huntington Beach Concours**
- **OC BMW Concours**

We look forward to seeing you in Huntington Beach on June 4th.

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AN ACCIDENTAL BIMMERPHILE

by Mike Buhbe

A blonde of indeterminate age pulled up next to us, cast an admiring glance at my teal green M Coupe, and enthused "Nice car! Great color!" Her brand new black 3 series convertible with the top down made time stand still on the boulevard in Palm Springs. Two BMWs in the perfect warmth of the spring evening in the shadows cast by the San Jacintos plot a quick meeting and then resolution. We all chit chatted about the good life. The blonde smiled, tossed her coiffed mane of locks, dangled a wrist on the wheel at twelve o'clock, then made a right turn at the Starbucks disappearing into the backstreets where Sonny Bono revived the city decades ago. She might have been Lauren Bacall on her way to meet up with Bogie in some back alley joint. This is what I love about Palm Springs: there are so many scenes of people that trip me out figuring who they are. It is a playground for adults, decadent if you want, and joyful too with all sorts of diversions in between.

My first BMW experience in Palm Springs was on our honeymoon, in Maria's 1969 1600. We had finished three wonderful days in Big Bear, and on the way back to Seal Beach Maria convinced me, not too easily, to detour to Palm Springs for a dip in the mineral waters of the landmark Spa Hotel with its natural springs (a scene that has been erased permanently). Our little grey 1600 had no air conditioning, nor were the windows tinted to filter out UV rays, so it was hot, hot, hot – not even a radio to distract us. But swimming in The Waters was a moment that brought to life the fabled movie stars and personalities that have populated Palm Springs. So began many trips to the Coachella Valley, as the whole area is known. Palm Springs became our go-to anniversary destination. There is no place in SoCal that is a more complete setting for more fun. Spring is the best time for the desert, either in your BMW or the ride of your choice. April and May present temperatures typically in the nineties, so if you are from the super-sunny parts of LA this is not your trip. Lodging prices drop nicely at this time of year.

The heat and sun have a way of forcing relaxation. We like to toast ourselves poolside and then cool off with a dip followed by adult beverages. Fall is also a great time for the Coachella Valley, with seasonal deals also available. Summer is so hot that you cannot walk on the pool deck barefoot without scorching your soles. You try not to look as the merciless sun, pant the dry heat, and feel your lungs wither. Winter is the high season, and snowbirds from Canada and Idaho populate the restaurants and hotels, making prices rise and dinner reservations more important.

Have we talked golf yet? Many would consider this the golf capital of the world with over one hundred courses. Enough said, right?

The Palm Springs Air Museum satisfies the WW II history buff in me and the part-time gearhead. There are dozens of airplanes and helicopters on display. The workhorse B-17 heavy bomber produced by the thousands in Long Beach is a favorite. I am a fan of anything painted with the shark mouth design,

and a Curtiss P40 Warhawk gets my eyeballs swiveling at this glorious nose paintjob, those glistening red and black spaces shining against white teeth. A MIG-21 relic from the Cold War days is a reminder of our frosty relationship with the Soviet Union - Russia to most of us.

If you don't want to pay an admission to see aircraft, check out collector car dealers. Exotic Motor Cars has a small showroom with a variety of cars. One Eleven Vintage cars has everything from Fords to Ferraris. Ready for an auction? Check out McCormick's Palm Springs Collector Car Auctions; in February they presented 62 cars, mostly American. There is always BMW of Palm Springs, the only dealer in the valley, with a large selection of new and previously owned rides. Hmmm. We could go to Palm Springs and pick out our next BMW?!

Of course there is a great driving trip. Highway 174 to Idyllwild is a carver's delight, a crescendo to a mile high mountain community of artists with a Western tang and country flair. Even on a summer's day Idyllwild is a perfect escape from the heat, and with its rural scenery of ranches and pines, a contrast to the luxe life of the desert. You will want to make this a day trip, or rise early in the morning and catch the always-spectacular sunrise. The cooler air and quiet will make you inhale a meditative breath and say out loud: "It is great to be alive!"

Food in Palm Springs...where to start? In such a markedly sensual playground you will find any and all cuisines, menus, fast, slow, medium, and in-between food you need to satisfy your basest cravings. Or your most elevated desires. It's not all on the Internet, either; talk with the loles (locals) and get the lowdown on the flipside.

Cuistot in Rancho Mirage endlessly draws us to its flavors and service where we spend an entire evening, just as one would enjoy fine dining in Paris. Available outdoor dining in the warmth of the evening is the so-perfect desert experience. The food is absolutely delicious. The staff is friendly. The sommelier, highly informed, is ready to graciously accommodate your pocketbook and will explain a wine to make it come alive. Chef Bernard will probably stroll out later in the evening in his whites to make the rounds and ask for opinions; you will be able to easily compliment the chef.

The Indian Palm Canyons are a true mind-blower. In the midst of the hot desert tucked away into the canyons are running streams, brooks wide enough that you have to sometimes hop across balletically to find the quickest route. Indian Palm Canyon has a small entry fee. Pay it and be amazed to see this oasis in such a forbidding climate. For the adventurous there is a guided hike to Tahquitz Falls, a rock strewn canyon leading to a water fall that movie directors dream of and nature lovers aspire to.

Whither our blonde friend in the convertible? Take a weekend and head to Palm Springs; I know you'll find her there. Or you might spot us cruising the boulevard in search of fun. Treat yourself to a nearby getaway, allow yourself an indulgence of the senses, a peek into a world of delights that will make you want to return. Once you have been to pleasure point paradise you want to go back, over and over. I already have my reservations... ■

BMW CCA LOS ANGELES CHAPTER
Balance Sheet

	Dec 31, 16	Dec 31, 15
ASSETS		
Current Assets		
Checking/Savings		
City National Bank-Chec...	64,268.87	42,731.17
Total Checking/Savings	64,268.87	42,731.17
Accounts Receivable		
Other Revenue	25.00	0.00
Total Accounts Receivable	25.00	0.00
Other Current Assets		
Prepaid Postage	2,525.46	1,125.34
Total Other Current Assets	2,525.46	1,125.34
Total Current Assets	66,819.33	43,856.51
Fixed Assets		
Helmets 2014	2,075.00	2,075.00
Tent Equipment 2013	274.19	274.19
Generator 2013	652.91	652.91
EZUP Tents 2010	1,298.68	1,298.68
Ramps	716.97	716.97
Helmets 2008	1,000.00	1,000.00
Box Truck	0.00	8,500.00
Autocross Timing Equipment	4,426.03	4,426.03
Club Radios 1999	0.00	0.00
Generator	953.59	953.59
Helmet Radios 1999	0.00	0.00
Trailer	2,000.00	0.00
Accumulated Dep.	(9,049.20)	(17,039.20)
Total Fixed Assets	4,348.17	2,858.17
TOTAL ASSETS	71,167.50	46,714.68
LIABILITIES & EQUITY		
Equity		
Opening Bal Equity	80,371.34	80,371.34
Unrestrict (retained earning...	(33,656.66)	(43,934.63)
Net Income	24,452.82	10,277.97
Total Equity	71,167.50	46,714.68
TOTAL LIABILITIES & EQUITY	71,167.50	46,714.68

Los Angeles Chapter - BMW CCA Board of Directors & Staff

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

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

CLUB DUES INFORMATION:

Membership - \$48.00 Associate Membership - \$10.00
(for spouses & significant others)

Sign up for 2+ years & SAVE!!!

FOR MEMBERSHIP INFORMATION: Call (800) 878-9292

WEBSITE: <http://www.losangelesbmwcca.org>

CHECK THE CHAPTER WEBSITE FOR MEETINGS & EVENTS!

STAY UP TO DATE!!! ADD YOURSELF TO THE EMAIL BLAST LIST. SEND YOUR EMAIL ADDRESS TO:
activities@losangeles.bmwcca.org

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**Driving in the
Dolomites in
Italy/Switzerland.**

Photo by Kurt Helm

Monterey
2016

Photo by
Fred Larimer

