

BMW Car Club
of America
Los Angeles Chapter

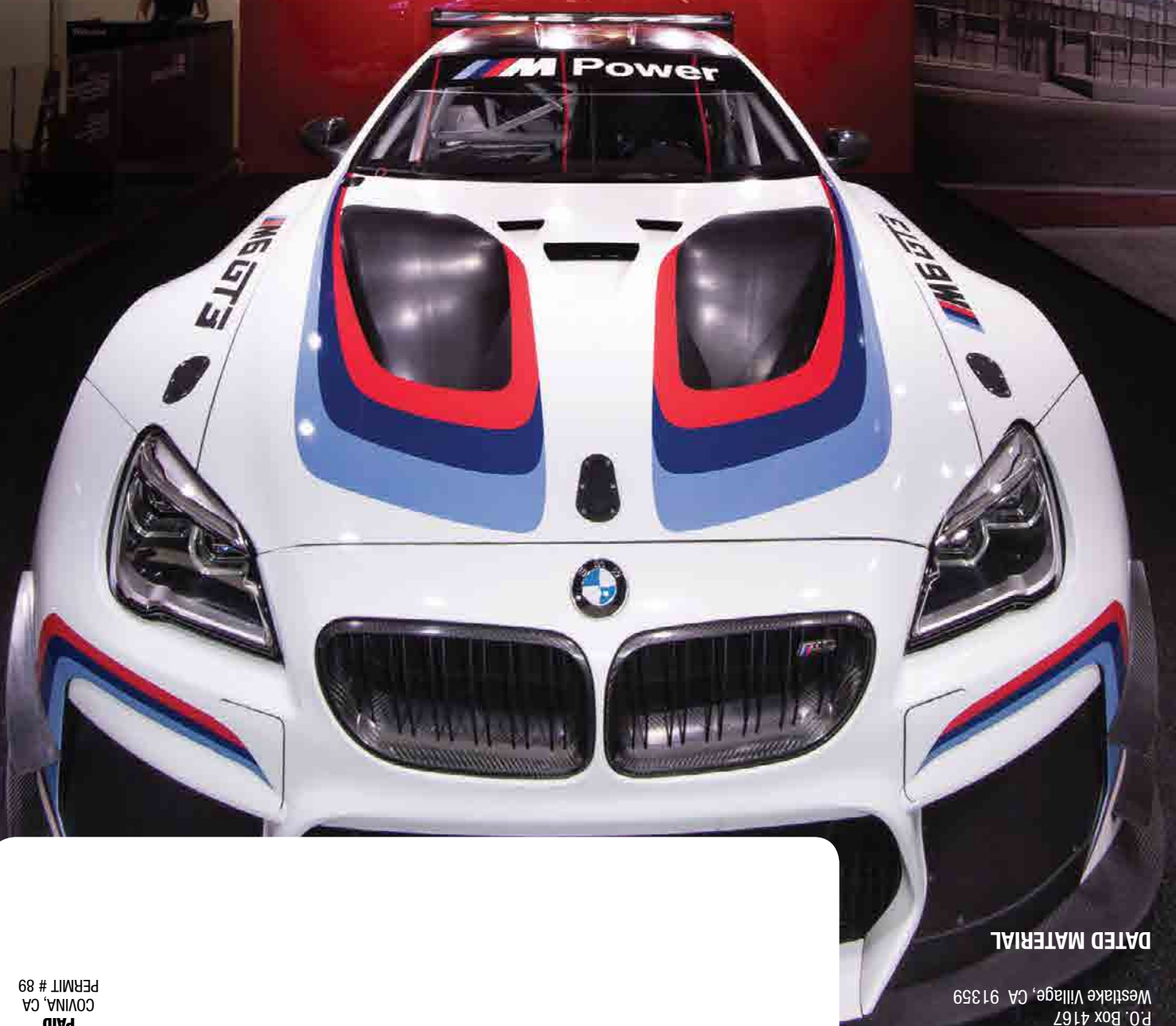


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SUMMER 2017

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Mike Buhbe took these pictures of classic cars in Cuba while recently on vacation.



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MANAGING EDITOR

JEAN HELM

editor@losangeles.bmwcca.org

COMMERCIAL ADVERTISING MANAGER

CHRISTINE McBURNEY

754 E. Arrow Hwy., Suite C | Covina, CA 91722
(626) 732-3600 | christine@uniquecolorprinting.com

TECHNICAL EDITOR

JORGE DIAZ-AMADOR

PRINTING

UNIQUE PRINTING

(626) 732-3600 • Fax: (626) 209-4332
E-mail: christine@uniquecolorprinting.com

FRONT COVER:

M6 GT3

BACK COVER:

Mike Buhbe's daughter Melissa standing next to a 1953 Pontiac Chieftain. Photo taken in Cuba by Mike Buhbe.

AN ACCIDENTAL BIMMERPHILE

by Mike Buhbe

Putting two BMWs in the garage sounds simple enough. My garage is twenty by twenty-four feet, larger than the standard square footprint of twenty feet. But my garage has only a single car door, and there lies the start of this complicated journey.

To manage the project in simple terms – expand the single car door to a double door – I have made lists of features of the new garage, plumbing and electrical changes, and the bigger things such as paperwork from my city. I made a scaled cardboard template of 1' to 1" with cutouts to represent the two cars, the washer dryer, the bikes, the water heater, the cabinets, the existing half-bath in one corner, a workbench, tool storage, and paths to all my things. I did remember to make the cardboard car cutouts with doors open so I can get in and out of either car.

Ever since I got my M Coupe – my mid-life crisis delayed until old age – Maria has allowed me to park my baby in the garage. Her BMW, and this almost sounds vain (how many people have his and hers BMWs?), is parked on the street. No matter where we are in SoCal, street parking is increasingly impacted by more cars and more people. People, you know what I'm talking about. We famously put \$2000 worth of junk, a polite word, in the garage and park a \$20,000 car outside. Some of my junk is in the half of the garage where there is no car door. This is kept in a disused darkroom, a vestige from the days when film and photographic paper were processed by legions of amateurs like myself. My garage darkroom has become a "throws-it" room. This is what you do with stuff you don't yet want to discard - you throws-it into an unused room.

Then there is the complication of moving the electrical service box where Southern California Edison connects the power. The power box is spang in the middle of where the new double garage door will go. The new electrical service box will go next to the gas meter on an adjacent wall. Behind the new power box is the interior garage wall where storage cabinets currently block the path of the proposed new conduit. These cabinets of Doctor Calgari hold important stuff like the battery chargers for various tools, collected family photographs, car detailing supplies, and a plethora of potions to poisons for the flora and fauna that inhabit the garden. They will all have to be moved, temporarily. Ah, where? The rest of the garage is filled with more than four decades of my collection of driftwood and LPs. I'll explain the driftwood later. Maybe never.

I did rescue my LPs from their cardboard boxes, putting them into beautiful plastic boxes from The Container Store, a godsend for pathological hoarders. But I'm not severely

“Ever since I got my M Coupe – my mid-life crisis delayed until old age ...”

pathological. I did give son Nick my Lionel train set, my childhood toy boxed for a fifty-year period of neglect, not having been assembled once in that time. Daughter Melissa was re-gifted her college texts and high school yearbooks that had been stashed for more than half her lifetime. But my driftwood and plastic detritus collected on the beach? Well, that is good stuff that has to be saved. No, it is decidedly not junk.

I finally decided to rent one of those storage pods. This is the box that is dropped off for a day or two to be stuffed with my collections and then hauled off to be stored for a monthly fee. I most likely will need two of these, maybe three. Before filling the storage pods I will have to decide which of the power tools I will need to rebuild shelving, reattach cabinets, and keep garden stakes sharpened.

Because the garage is too close to the alley under current building setback rules I must submit a more complicated set of paperwork for a permit. There will be a review by the Planning Commission with a formal public hearing. Fair enough. Every neighbor within 300 yards must be mailed a notice of the time and date of the hearing. I have to supply the data for this mailing. I do not harbor the familiar resentment of gub'ment. I made my way in the world working for the government in an elementary school classroom for thirty-seven years. This extra step is cut and dried.

There will have to be engineered blueprints, photos of the existing building, and elevation drawings of both the old and new garage door. All of this has to be submitted in required format.

By now you understand that I'm not a fast moving kind of guy. It all takes time to get it done right. I live with this question: How come there is never enough time to do it right the first time but there is always enough time to fix it?

Don't ask me to throw out all the driftwood. When the creative urge hits me I use the power tools to make sculptures, assemblages. Same thing for the plastic bits and pieces. Some people have \$2000 worth of junk in their garage taking up car space. I have beautiful treasures from the shore and LPs that capture a lifetime of music history. For me, putting a second BMW in the garage becomes complicated. Very complicated. ■

PRESIDENT'S COLUMN

by Delight Lucas – Past President

Proposed Bylaws Amendments for the Los Angeles Chapter of the BMW CCA

It has been almost 10 years since we last amended the bylaws and times have changed. The Board of Directors is proposing several improvements to bring the chapter into the new century and to better serve our members. The biggest change is reconfiguring the board positions. Currently we have several positions that are either obsolete or too all-encompassing for a single person to adequately perform. The Board of Directors encourages all chapter members to review the amendments and use the ballot at the end of those amendments to vote "Approve".

The major change is the addition of Area Representatives. The Los Angeles Chapter covers four full counties and portions of another five counties. Rather than break the chapter up, we feel it would be better to have representatives from 6 areas: Los Angeles Basin, San Fernando Valley, San Gabriel Valley, Orange County, Ventura/Santa Barbara Counties, and Riverside/San Bernardino Counties. Each Area Rep would be responsible for holding two events in their area each year. One event would be a Meet & Greet at a BMW dealership within the area, the other could be a driving tour, a meal, a visit to a local museum, etc. The Area Rep wouldn't have to do all the organizing for these events, he/she could ask for assistance from members in the area. The Area Rep would also make sure that the newsletter and the website were provided with current material. All six of the Area Reps would have a vote at Board of Director meetings.

The chapter would still take the lead for major events - Driving Schools, Annual Wine Tour, Holiday Party, Autocross - but each area would be guaranteed at least two gatherings a year. If an area event required pre-registration, fees, insurance, printing, etc., they would get it from the board. Three new Chairs will also be added to the Board; The Communication Committee (newsletter, website, social media, eBlast), the Driving Events Committee (driving schools, autocross, car control clinics, driving tours, rallies), and the Social Events Committee (wine tours, parties, BBQs, etc). The chairs of those committees will oversee, but not necessarily perform, all the functions of that committee.

The duties of each of these new positions will overlap and the elected/appointed members will cooperate to provide all members with a more rewarding club experience than what we currently have. Increased activities will result in increased member satisfaction, which will help our chapter grow.

The second major change adjusts the timetable for elections and the term of office for elected directors. We currently operate a regular calendar year, nominating and electing the Board of Directors in fall to take office in January. This schedule is becoming hard to maintain as the end of the year is a busy time for everyone. The proposed amendments change the elections to late summer with the new officers assuming their positions on the first of October. The Board feels that more people will be likely to volunteer to run for office if the timeline is moved away from December.

Additional amendments to the Bylaws include:

- Providing the Board with clearer guidelines for removing officers who don't perform their duties, or who damage the Chapter or the Club.
- Allowing non-physical board meetings (i.e.: phone or web)
- Mandating general membership meetings
- Clarifying the terms of Board appointed directors
- Cleaning up some language and correcting a few grammatical errors

The Board urges you to vote. And, assuming the amendments pass, we encourage you to consider running for the Board of Directors, particularly for the new position of Area Representative.

This is your club - help us make it better.

FOR SALE:

2008 BMW M3 Coupe (E92) – Rare 6 Speed manual, 50,000 miles, Jet Black Silver Leather, carbon fiber roof, Premium Package, Technology Package, 19-inch factory wheels, adjustable seat width with lumbar support, Heated front seats, 4.0 liter 32 valve V8 engine, DSC, M suspension, Xenon headlights Original California car, always garaged, babied, covered, never eaten in, never wrecked, never smoked in. Full front-end clear bra professionally installed, hood, bumper, fenders, mirrors. Front license plate never installed, Original window sticker, dealer brochures, 4 brand new Pirelli's ready to go on. Always used premium top tier fuels. Always hand washed and waxed using Griots or Zymol. Asking \$32,999.

PLEASE CONTACT:

Shannon **626-523-5880**
or via email - yauchzee@msn.com.

EDITOR'S COLUMN

Returning to the Scene of the "Crime"

by Jean Helm

It's been a year since we went to Munich and the Welt to pick up our new M2 with 30 of our "closest", yet unknown friends. (And yes, I'm still getting mileage out of that trip here in the pages of the WB.) Actually, we knew a couple of those folks as friends, but mostly not.

Since that trip, I have stayed in touch with a couple of folks. Diva Moose, who was along for the ride – she insisted on riding shotgun more than not – has been in touch with many more of them through the Centennial M Tour Facebook page. I have to admit that I am not on social media for the most part. The only exception is Linked-In for work and as soon as I retire, I will abandon that one also. What can I say; I like my solitude.

Despite this being a (rabid) car group, the friendships I have made are based on much more than that. We still do get together for car events – we all gathered at O'Fest last year and just recently in San Diego County to relive the magic one year later– but it's nice to know that we have interests beyond cars.

I belong to the "Plus-One Club" – there's only two of us, but we bonded over sitting in the luxury suites at Zandvoort and Spa – in fact, Carol photo-bombed Diva with her own version of antlers (see the photo above). We discovered

a love of creating – hand made cards for me, just about any thing and everything artistic for Carol – she is just so talented. We don't see each other very often – talk about once a week, but there is that bond we acquired over watching our spouses race around a track.

Catalina and I got to be buddies over gelato –

wherever we could find it in Europe. It's kinda like the dog in the movie "Up" – his brain was always on finding a squirrel, no matter what else he was doing. Ours was finding the next gelato shop and taste testing... I think we could be considered the "Rick Steves's" of gelato. Sometimes it's all we had for lunch or dinner, depending on where we had been that day. And it didn't bother us a bit.

So even though BMWs were the catalyst of our meeting and getting to know one another, we have so much more in our lives to share.



NEW MEMBERS

Joseph Aguilar	Zachary Fulgenzi	Kenneth Lau	Marshall Osman	Angela Spinka
Lawrence Ambrosio	Tommy Fung	John Leary	Nick Paris	Ron Stamm
Chris Andropoulos	Wayne Glass	Jubal Leierer	James Pasino	Demetrius Stelly
Dan Appel	Nick Golding	Gregg Leslie	Evan Patak	John Stephens
Ali Arezoumand	Joseph Gonzalez	Kenneth Lim	Shane Pootrakul	David Strack
Alfredo Avila	Robert Grala	Soma Lotker	Seth Ragona	Shawn Tait
George Bloomfield	Jeffrey Griffith	Lupe Lotman	Daniel Reichert	Keenan Tait
Kathie Bloomfield	Ryan Hanlon	Mark Ludwig	Tamara Robinson	Brandt Tarumoto
Todd Brewer	Brett Harris	Kenneth Luu	Tomas Rodriguez	Sean Timossi
Daniel Cabrera	Lisa Haws	Michael Magaw	Vibul Saeheng	Elida Tovar
Gilbert Calhoun	Harry Hidding	Thomas Mao	Raymond Salgado	James Van Lengen
Mason Canter	Kai Jimenez	Josh McClure	Bernadette Sanicola	Chris Volz
Chris Cranner	Pablo Jimenez	Sam McCollum	Ara Sarkisyan	Dennis Wong
Valerie Daigle	Caroline Jones	Amir Mehran	Spencer Slama	Victor Wu
Alexander Dodds	Bill Kane	Evan Merz	Bruce Slavich	Pam Jwo Hwan Wu
Jake Eberle	Scott Karol	Pedro Miranda	Edward Sliwak	Joseph Yau
Terry Ehlers	Kevin Kensik	Yego Moravia St. Victor	Robert Snyder	
Mervyn Encarnacion	Paul King	Steve Mummolo	Tom Snyder	
John Evans	Jeffrey Kovach	Elbert Nghiem	Frank Sommers	
Barry Friesen	Fabryce Kutymba		Eric Sorenson	

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)



Bavarian Workshop
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West Hills, CA 91307 USA
818.346.9363
BavarianWorkshop.com



DIVA'S WORLD

Taking the Long Way "Home"

by Diva Moose



[Editor's Note: Diva is back looking tan, rested and ready... just sayin']

It started something like this... "Hello? Diva calling Highway 1, come in Highway 1."

No response.

Not a good sign I told Kurt. A trip from Southern California up to Monterey without driving on Highway 1 between Morro Bay and Monterey to see

the Legends of the Autobahn and Festorics seemed so wrong. No ocean breeze running through my antlers as the M2 dances in the corners. No scent of the Pacific Ocean or of the forests of the Santa Lucia mountains; it just wouldn't be the same this year.

It turns out that there were several massive landslides that blocked the highway and there is no estimated time for the road to reopen. (Rock and dirt are still moving down the hillsides, a display of Mother Nature's prowess, so it's doubtful that Highway 1 will reopen before Legends and Festorics take place on August 18th – 20th).

Getting sympathy out of Kurt is tough. No matter my predicament, he tells me to figure it out myself. (Hopefully this attitude of his will change, otherwise I'm going to put myself up for adoption by folks who would care about me as much as I care about myself).

So, I've looked at some of the options and have come up with the list below. Feel free to mix and match to suit your tastes

and if you have some other ideas, please send them to me so I can add them to the route portfolios.

OPTION 1 – The long way to get to Monterey. Take Hwy. 101 north towards Ventura. Exit onto Hwy. 33 and follow it toward the city of Taft in the Bakersfield area. Continue until you reach Hwy. 58 which will take you back from the oil areas of central California over towards Atascadero where you'll rejoin Hwy. 101. Continue north on 101 towards Salinas then take the cutoff to Monterey on Hwy. 68.

OPTION 2 – Drive north on Hwy. 5 towards Santa Clarita. Continue on Hwy. 5 through the Ridge Route until you reach Hwy. 46. Take Hwy. 46 west toward Paso Robles. As you head west, you'll see the James Dean Memorial on the right side of the road which commemorates the accident that took his life at the age of 24. Continue west and you'll reach Hwy. 101 and you can then head north to Hwy. 68.

OPTION 3 – Take Hwy. 101 north past Santa Barbara. You'll come up to Gaviota. A few miles up the highway from Gaviota, you can take the Hwy. 1 exit heading north and can follow the highway up to Pismo Beach where you'll rejoin Hwy. 101 and you can continue up to Salinas & Monterey to Hwy. 68. (If you're interested in wines, you can take a well-earned break in Lompoc and visit the Wine Ghetto where you can taste some of the local wines).

OPTION 4 – Instead of taking Hwy. 68 from Salinas as shown in Options 1 – 3, when you get close to Salinas, you can exit before Hwy. 68 onto County Road G16 (Carmel Valley Road). This is a tight, scenic, twisty road with elevation changes as you head toward Carmel. It will take a bit longer than if you travelled on Hwy. 68, but I think it's worth the extra time.

Hope to see you in August!

Diva

UNIQUE
PRINTING



Christine McBurney

Office 626.732.3600

Fax 626.209.4332

christine@uniquecolorprinting.com

uniquecolorprinting.com

754 E. Arrow Hwy., Suite C
Covina, CA 91722

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.

CUBA – FOUR CAB RIDES (Ride One)

by Mike Buhbe

The first cab ride was the best one. We were attempting to meet up with one of my principals from the teaching years. A note from Andrea left at our hotel gave us a meeting time and place. Communication in Cuba with cellphones is difficult. The note was a hope and a guess that we would connect since we were traveling in separate groups. The doorman of our hotel looks across the football field-sized lawn and gives a subtle hand signal for the next cab in the lineup to pick us up.

An early 50s Ford convertible rumbled up, softly colored tan, a sweet ride with personal memories attached. The early evening air was sweetly moist and warm enough so that we all wore short sleeves without the thought of needing a jacket. The V8 grumbled, chuffing up and around the ascent to the port cochere. I was delighted. Maria was excited, but not in a good way. The top was down. It was evening. Her hair would be mussed.

It was tropical. It was Havana. All I could think of is what my friends would say if I had this opportunity and let it pass. That would be like ignoring the intensely fragrant cigars and cheap delicious rum plus denying the importance of Fidel Castro. Our daughter Melissa and her roommate Kathy teased Maria into enjoying the glory and splendor of a drop top ride.

I offered Maria shotgun but she knew I really wanted to be in front and talk with the driver. The girls scooped into the back seat and hunkered down to avoid the wind. No seatbelts. Cuban drivers are relatively safe, but we all said a silent prayer. "Please Lord, do not let me die in a convertible in Havana!"

This was a 1952 Ford. The body was decent and the well-worn upholstery gave us a feeling of the passage of time lapped by waves. First came the dictator Batista in the 1950s before Fidel Castro and the Revolution changed everything in 1959. Secondly, there was the Soviet presence until the early 1990s when the Soviet Union collapsed and Cubans literally had to tighten their belts because imports of food from the former ally stopped. In the late 1990s Venezuela became the most significant trading partner. The upholstery was worn down to minimal padding but it was fine for the twenty-minute ride to Old Havana. The bumper had a Gas Monkey sticker; apparently someone is a fan of the scripted reality show about two guys in Texas, friends really, who buy and sell cars while spending most of their time cracking jokes in the shop in between beers and pizza while the cameras roll.

The driver was a good-looking younger guy with a full mustache, dripping with Latino movie idol good looks. He was about two generations away from the date of manufacture of the car. I spluttered Spanish from high school (I got to Spanish II in three years) and then found that his English was better. The suspension was hitting all the bumps, even the small ones. The motor needed a valve job. The four-speed transmission, though very cool, was completely out of place. "Tell me about the car", I said.

"All original. The engine is a 312 V8," he said with a proud smile. My parents had a Ford V8 newer by one year, and in those days the motor was a smaller displacement flathead,

not the overhead valve 312. Our family flathead had a three-on-the-tree manual transmission, and I could wind up the tired old V8 and, at the upper RPM reaches, throw a fast shift from first gear to second and if I let out the clutch quickly and punched the accelerator get what we called "second gear scratch," a chirp of the tires on the asphalt. This somehow made me feel manly and worthy of girls, though I never heard a girl gasp with amazement or even cast an admiring glance my way. That never stopped me from getting scratch when no cops were around. With such deeply held personal knowledge of 1950s Fords derived from my high school years in the 1960s, I felt I had to communicate this. I said no, a 312 is not original. My driver carefully and politely stated that his car was original.

It took me a couple of days of observation of the cars in Havana to understand how hard it is to maintain a car even in poor running condition. Parts can only be imported through the black market, and this is a very costly, complicated path involving black market machinations in a mostly poor country. Rust from the ocean air, corresponding humidity and the hundreds of thousands of miles of service take a predictable toll. Most of the 1950s American cars in Cuba are held together with duct tape and bondo. They ain't pretty. Their running gear and platform are most likely cobbled together from a variety of manufacturers, pieced like the tattered vehicles from dystopian Mad Max movies where everything is rusted and dented, body parts held in place with bailing wire.

I realized that keeping any older car original in Cuba is almost impossible and that if the parts are Ford parts from different years, then that probably counts as original. I eased off on the all too familiar trope of becoming the American with the superior knowledge. Cubans, like all people, are proud of their identity and do not want to be messed with.

Our driver's grandfather was the original owner of the car. The car had been passed to his son, and now the grandson drove and owned the car. He performs his own mechanical work and does painting. Bodywork and upholstery are done by others. If he could buy the car, it would take two years of wages for the purchase price. The car was incredibly valuable in terms of currency, and the family story made it even more so.

We thundered along the Malecon, the seaside four lanes of road every travel writer describes breathlessly. Five miles or so of this road showed me that Venezuela with its petroleum for making asphalt is an important partner. We inhaled the intoxicatingly romantic rhythms of warm whipping wind and the definable joy of riding in one of Havana's old cars we all hear so much about. Even Maria came to enjoy the ride.

We found Andrea with her aunt, boyfriend, and Marcus too. ■



THE INTERSECTION OF X, XX and XY

by Mark Buehler

Age and gender are weird things, even when it comes to cars. I can't tell you how many times someone has pulled up next to Nikita, our M235i, and done a double take on seeing my wife, Stephanie, behind the wheel.ⁱ Similarly, every time my daughter, Anneka, expresses an opinion about cars around people who don't know her, she gets ignored or dismissed.ⁱⁱ

I understand that motorsports and related endeavors are predominantly a male bastion, but it's not like the ability to drive a manual transmission or hit an apex derives from the presence of heterogametic chromosomes. In my experience, that whole XY thing is frequently a driving detriment in the form of testosterone-induced stupidity. And just to be clear here, I'm not completely against bad decisions arising from testosterone intoxication. They have their place, either as chlorine in the gene pool or as source material. When you think about it, bad decisions make the best stories, assuming of course that you survive the aftermath.ⁱⁱⁱ

At the same time, there are a ton of guys who are clueless about cars. For all these guys know, cars are powered by intense balls of pure white light, the photon emissions spinning under hood turbines with blades fashioned from virgin unicorn horn. Do they get crap? Do they get ignored? Not usually, but they should be. Unless, of course, they are so entertaining that we just can't help ourselves. Otherwise, we're usually smart enough to just step away and let them pontificate to their heart's content. I figure this is where things like Azteks, Pacers, and the Mitsubishi Mirage come from. Either that, or an unfortunate combination of mescaline and Arrogant Bastard Southern Charred Ale. Whichever.

The point is that guys get away with automotive nonsense that women would never even think about attempting. Have you ever seen a woman try to jump the Snake River Canyon in a steam rocket nominally described as a motorcycle? Or suggest it to some one else?^{iv} I rest my case.

And let's not get all whacky about the woman driver meme. Sure, women drivers suck, but so do men. I think we can all agree that piss-poor performance behind the wheel is gender neutral, and that most drivers suck, regardless. I think we can also agree that the drivers who suck worst, regardless of their chromosomal make up, are the ones who think they are actually doing a pretty fine

job of it. They also think they can text and drive, and that no one notices them doing it.

We can skip the age-based weirdness too. Despite being towards the one end of the spectrum, I happen to believe P.J. O'Rourke, "Age and guile beat youth, innocence, and a bad haircut." That said, it's no secret that reaction times degrade as we age. In fact, they start turning to crap somewhere between 25 and 30, and really fall off a cliff for most of us around 70. While the average is about 260 milliseconds, a little practice and neural programming can cut that in half. So why do I side with age and guile?^v Because experience matters.

I've been doing car stuff since bias ply tires were all the rage and a 60 series tire was considered crazy-low profile. I ran my first competitive event in 1976, and have done my fair share of stupid stuff, meaning I now try to limit my stupidity to other venues. Is it a case of, "Been there, done that, went to the hospital because of it"? Yep. All of us can

look at our lives, regardless of our age, and pick the age, call it "Age X," where things started coming together, where we started to feel like maybe, just maybe, we were starting to get a handle on what was going on around us.

In reality, anyone can gain good, solid experience behind the wheel, regardless of age, gender, or pretty much anything else. It seems though that with age, all of the experience piles up, not so much because of a conscious effort, but because with so much exposure, some of it just has to get through and stick.

Damn. Think what could have happened if I had only paid attention . . .

“And let's not get all whacky about the woman driver meme.”

- i She refers to it as the, "Oh shit, what's Grandma doing driving that?!" look. Then she hits Sport+ and drops them.
- ii One exception was at a job interview wherein she was asked what car she aspired to. "A '63 split-window Corvette" got her the job.
- iii The more astute of you will note certain similarities to beer. This should not be a surprise. No truly good story ever started with kale.
- iv Unless it's part of a particularly ugly break-up scene that involves kitchen utensils and thrown pottery. Then it just evidences a firm grip on the history of Male Pattern Idiocy.
- v Other than the obvious bias.

Proposed changes to the Bylaws of the Los Angeles Chapter of the BMW CCA

(Proposed amendments are underlined. Discussion of proposed changes are elsewhere in this newsletter.)

ARTICLE I: *Unchanged except for grammatical corrections.*

ARTICLE II: *Unchanged except for grammatical corrections.*

ARTICLE III: OFFICERS and DUTIES

Section 1 - COMPOSITION:

The Board of Directors shall be composed of the following members:

Elected Positions

President

Vice President

Secretary

Treasurer

Area Representatives (6)

Los Angeles Basin

Orange County

Riverside/San Bernardino Counties

San Fernando Valley

San Gabriel Valley

Ventura/Santa Barbara Counties

Appointed Positions

Communications Chairperson

Driving Events Chairperson

Social Events Chairperson

Chief Driving Instructor (optional)

Section 2 - ELIGIBILITY:

Any regular or associate member of the Chapter in good standing shall be eligible to hold office. No member may hold more than one elected office. Members in appointed positions may also hold an elected position. No member shall have more than one vote on the Board of Directors. Members nominated for, appointed to, or holding the offices of President and Vice President must have served on the Board previously.

Section 3 – TERMS OF OFFICE:

Elected officers will begin term on October 1. All officers shall hold office for a period of two years. The President shall serve not more than two consecutive two-year terms. The President, Secretary, and half the Area Representatives (Orange County, San Fernando Valley and Ventura/Santa Barbara Counties) shall be elected in even numbered years. The Vice President, Treasurer and half the Area Representatives (Los Angeles Basin, Riverside/San Bernardino Counties and San Gabriel Valley) shall be elected in odd-numbered years.

Officers in appointed positions shall serve from the time appointed until a new person is appointed to the position. It is recommended that the elected Board of Directors appoint or reaffirm the Communications, Driving Events and Social Events Chairpersons at the first board meeting after the general election each year.

Section 4- GENERAL DUTIES: *Unchanged except for grammatical corrections.*

Section 5- MEETINGS: *Unchanged with the exception of:*

Mandatory Board of Directors meetings must be held at least four times a year. At least two of those meetings will be held in a public and published location.

Section 6 – QUORUM

A quorum at any meeting of the Board of Directors shall consist of two-thirds of the Board members. A Board member holding more than one position (one elected one or more appointed) may only vote once. In the absence of an appointed Chairperson, or in the event where an appointed Chairperson also holds an elected position, a member of his/her team may be appointed to attend a Board Meeting and will be given all the rights and privileges of a Board Member for the duration of the Board meeting.

If a quorum is not met at a Board of Directors meeting, the members present may conduct business without a quorum. The secretary shall keep records of all motions made, and the motion shall be sent to the entire Board via email as provided in for in Article III, § 7.

Section 7- EMERGENCY MEETINGS: *Unchanged except for grammatical corrections.*

Section 8- VACANCIES, REMOVALS AND APPOINTMENTS:

Any member of the Board of Directors may be removed by the vote of at least two-thirds of the voting membership of the Board being in favor of removal. Such removal shall be made for good cause only, including, but not limited to, excessive absences without good reason, repeated failure to perform the duties of office as described in Article III, § 4 and 9, or knowingly violating Club or Chapter guidelines. Any vacancy occurring on the Board of Directors shall be filled by an appointee of the Board, by a vote of at least two-thirds of the Board Members being in favor of the appointment, for the remainder of the term of office.

Section 9- SPECIFIC DUTIES AND CONDITIONS:

PRESIDENT: The President shall be the Chief Executive Officer of the Chapter, and shall preside over all meetings of the general membership. The President serves as official Chapter spokesman in dealings with other Chapters and/or the National Office of BMW CCA, the International Council of BMW Clubs, BMW Clubs Europa e.V., BMW AG, BMW NA, and other Clubs and outside organizations. The President will oversee the Area Representatives, supplying support, advice and direction to ensure their job duties are fulfilled.

VICE-PRESIDENT: The Vice-President shall assist the President in the conduct of the administration of the Chapter, and shall perform such other duties as may be assigned by the President or the Board of Directors. The Vice-President shall be first in succession in the event of the death, disability, removal or resignation of the President.

SECRETARY: The Secretary shall take and maintain full, legible and complete minutes of all business meetings of the Chapter, especially verbatim accounts of all motions and votes. These are to be embossed with the Chapter corporate seal and maintained in chronological order, in books meant for that purpose, as a historical record of the business conducted by the Chapter. The Secretary shall maintain copies of all Chapter correspondence. The Secretary shall be responsible for ensuring the timely delivery of a welcome letter and current Chapter newsletter to each new Chapter member.

TREASURER: The Treasurer shall control all monies belonging to the Chapter, maintaining the funds in proper accounts in appropriate financial institutions; shall keep accurate and complete books of account; and shall record all receipts and payments of Chapter debts and obligations. All checks or other payments shall be authorized and signed by the Treasurer and by such other officer(s) as may be designated by the Board of Directors. The Treasurer shall promptly file all documents and maintain any additional records that may be required by any government agency, including any financial disclosure required in connection with the

tax exempt status of the Chapter. The Treasurer will maintain a file with all user IDs and passwords for any program or application paid for, or used exclusively for, the chapter.

AREA REPRESENTATIVES Area Representatives will be responsible for organizing at least two events within their geographic area each calendar year. These events will be open to any member, but will be designed to appeal to the members within his/her area. One of these events should be a Meet & Greet held at a dealership within the area. The second event may be of a similar format or may be any other type of event designed to appeal to the general membership in that area. The Area Representative shall provide the Communications Committee with timely information to facilitate promotion of each event. If insurance, pre-registration, payment, or certain other conditions are required for an event, the Area Representative shall make that request(s) as early as possible.

The Area Representative will appoint and oversee individual members to maintain contact with each BMW Center within his/her geographical area.

The Area Representative will provide quarterly contributions to the Chapter newsletter and the Chapter website.

The Area Representative will seek volunteers from his/her area to assist in performing his/her duties. The Area Representative will solicit assistance from the other appropriate Board Member(s) to assist in performing his/her duties.

COMMUNICATIONS CHAIRPERSON The Communications Chairperson shall oversee all forms of communication between the chapter and its members, including the chapter newsletter, website, eBlast notifications, Facebook page, and any other form of communication the chapter elects to use. The Communication Chairperson will ensure that there is a qualified volunteer member for each position related to chapter communication. The Communications Chairperson may fill one or more positions within the team but is encouraged to seek out volunteers for most positions.

If the Communications Chairperson cannot attend a Board of Director's Meeting, he/she will appoint the newsletter editor, webmaster, or other member of the Communication Team to attend and vote in his/her place.

DRIVING EVENTS CHAIRPERSON The Driving Events Chairperson shall oversee all wheels-turning events held by the chapter, including but not limited to, HPDE, autocross, car control clinic, rallies, Concours, and driving tours. The Driving Events Chairperson will ensure that there is a qualified volunteer coordinator for each type of driving event the chapter hosts. The Driving Events Chairperson shall be responsible for assuring that all BMW CCA Minimum Standards are understood and followed by each driving event coordinator. The Driving Events Chairperson may fill one or more of the positions but is encouraged to seek out volunteers for most positions.

If the Driving Events Chairperson cannot attend a Board of Director's Meeting, he/she will appoint the HPDE registrar, Autocross Coordinator or other member of the Driving Events Team to attend and vote in his/her place.

SOCIAL EVENTS CHAIRPERSON The Social Events Chairperson will coordinate the chapter's major non-driving events. He/she will actively seek volunteers to suggest, plan, and/or organize a social event and will provide support as needed. The Social Event Chairperson may organize an event but is not expected to plan all the social events for the chapter.

ARTICLE IV: ELECTION OF OFFICERS:

Section 1 - ELECTION COMMITTEE:

As early as March but no later than the first of June, the President shall appoint an Election Chairman, a member in good standing who shall be neither a current Board member nor a prospective nominee. Nominations will then be taken, in writing, between June 1 and July 31. During that time, the Election Chairman will solicit a written acceptance or declination from each person nominated. Write-in nominees are not permitted.

Section 2 - BALLOTING:

Voting for the Board of Directors shall be by secret ballot after July 31 and before August 31. Voting may be done via United States Postal Service, or a ballot inserted in the newsletter, or electronically.

The President will provide the Election Chairperson with a list containing only the membership number and the zip code of each active member. The Election Chairperson will use this list to verify that all ballots have been completed by a member or associate member.

If there are no contested offices and no bylaw amendments, the Board of Directors may vote to accept the new officers without a ballot to the general membership.

The new slate of elected officers shall begin their terms on October 1 and will continue in that office for 2 years. Appointed officers will serve as required by the board.

Section 3- BALLOT DISPOSITION: *Unchanged except for grammatical corrections*

ARTICLE V: COMMITTEES: *Unchanged except for grammatical corrections*

ARTICLE VI: MEETINGS OF THE MEMBERS

Section 1 - GENERAL MEMBERSHIP MEETINGS

Meetings of members shall be held in such time and place as the Board of Directors may determine. The location of these meetings shall be rotated between the chapter's areas. The general membership meeting may be combined with an event or with a Board of Directors Meeting. There shall be at least one general membership meeting every 90 days. General membership meetings may be combined with an area event or with a Board of Directors meeting.

Section 2 through Section 7: *Unchanged except for grammatical corrections*

ARTICLE VII: AMENDMENT OF THE BYLAWS: *Unchanged except for grammatical corrections.*

Cut here, complete ballot and mail to: BMW CCA, Los Angeles Chapter, P.O. Box 4167, Westlake Village, CA. 91359 (photocopies acceptable)

BMW CCA, Los Angeles Chapter Bylaws Amendment Ballot

Your Membership Number

Your Zip Code

You can find this number on the mailing label of your Roundel magazine or on your membership card..

Make sure you enter the zip code associated with your membership number. If you are an associate member, be sure to include an "A" as part of your membership number.

Please do not label your ballot with your name. We only need your membership # and zip code to verify membership.

As a member or associate member in good standing, I vote to (circle one)
APPROVE REJECT these proposed amendments to the Chapter bylaws.

PLEASE RETURN YOUR BALLOTS. MUST BE POSTMARKED BY SEPTEMBER 1st, 2017.

FIVE QUESTIONSⁱ FOR MARK BUEHLER, A REGULAR WB CONTRIBUTOR

How did you become a BMW enthusiast?

It harkens back to my college daysⁱⁱ. Blame it all on my college roommate Charley Anspoker. He could ID all the BMW 2002's as they drove past and I naturally found that I appreciated them as well.

How long have you owned BMWs?

I'm relatively new to BMW ownership – just since August 2003. I had previously been a big honkin' V8 guy, but they don't turn or stop very well, thus my migration to a well-built BMW. And I only have one right now. My problem is that I'm very catholic in my taste; I like to spread my automotive interests around. There was a very brief period when we didn't own a BMWⁱⁱⁱ and it was very sad.

How do you come up with ideas for your column?

I sit and stare, and wait for blood to come out of my forehead^{iv}. Actually, I pretty much write down what happens in my life – sometimes a lot of stuff happens between articles.

How is writing for the Roundel different from writing for the Whispering Bomb?

They say that timing is everything. The biggest difference is I have to be more focused on the BMW brand when I write for the Roundel. Writing articles for the Whispering Bomb is more for myself. Sometimes I write about the BMW brand and sometimes I don't – it depends on what's been going on in the last three months^v.

So what's with the footnotes?

Blame John Bergen – another lawyer. When he approached me to do this column, we figured lawyers know that all the juicy stuff is in the footnotes. It's the way his brain works. The article is a stream of reliable information and then there are the stray thoughts that come around through my brain^{vi}.

- i Interviewing the king of footnotes
- ii Mark did not confess how long ago his college days were
- iii A daughter in college will suck up all of one's car funds
- iv We think he was kidding, but we're not sure
- v According to Mark, it's all gravy after that
- vi AND it's the way Mark talks, too

SHOW US YOUR RIDE

One of the things we notice about our Los Angeles Chapter members is that they are really enthusiastic about their BMWs, no matter the age or condition. In some cases, some of you have more (or many more) than just one.

Are you as proud of your BMW baby as we think you are? Do you spend at least a part of each weekend taking a drive through winding back roads or up the California Coast to thoroughly enjoy the feel of the road beneath your tires? We know it's not the destination, but the getting there that sends that little thrill up your spine.

Are you polishing your baby to a fair-thee-well? Cleaning behind the wheels (because you KNOW there must be dust back there that is so not good)? If so, we think you would like to - nay, NEED to - show off your baby to the rest of our chapter members.

Starting with the next Whispering Bomb, we'd like you to send us a (very good resolution) picture of that baby that you baby so much. We would love to see your car as well as any usual or unusual place where you have been taking a ride lately. If you would like to tell us how to get there, all the better.

Photo by Fred Larimer



Please email one with a caption describing your car (model and year) and where you have been lately, to us at ...

editor@losangeles.bmwcca.org.

We'd like to see where you are taking your drives as well as how well you maintain your BMW. Photos are due to us for **October** publication by **Tuesday, September 5.**

OCTOBER WINE TOURING

by Gerhard Fehrmann

Again this year, Gerhard and Isolde Fehrmann are putting together a great Central California wine tour. We will be gathering on Friday, October 6 in Cambria, spending the weekend visiting some outstanding wineries, and eating great food in the local area. He hasn't determined all the wineries we will visit quite yet, however the hotel, lunches, dinner and tours have been reserved. The cost is \$495.00 per couple and \$395.00 for a single reservation. The club will be sending out a notice that reservations are open. We will close reservations on September 5th.

If past tours are any indication, Gerhard and Isolde will choose some wonderful wineries where we can taste and of course buy good wines. Below are the details we know as of this date.

FRIDAY, OCTOBER 6

- Check into the Cambria Pines Lodge. Please note that their policy is that both Friday and Saturday nights need to be booked to stay there. There are no Saturday only reservations.

[Editor's note: the esteemed Mr. Helm and I have stayed here in the past on trips to Central California and it is a wonderful place to stay] Most everyone has booked a 2-night lodging in the past.

SATURDAY, OCTOBER 7

- Visit 3 wineries on our way to Paso Robles
- Lunch will be at Hunter's Ranch golf course in Paso Robles
- After lunch, either take in a tour and tasting at Glunz winery, or tour the Estrella Warbird Museum. The museum has a large car collection as well as airplanes.
- We always give you a little free time before dinner
- Dinner will be at our hotel

SUNDAY, OCTOBER 8

- We will visit 2 wineries on our way south
- BBQ lunch will be served at a winery catered by Bruce Nix, as in the past

AUGUST 18

Legends of the Autobahn; Monterey, CA

**AUGUST
18 - 20**

BMW CCA Festorics; Monterey, CA

**OCTOBER
6 - 8**

Annual Wine Tour; Paso Robles, CA area
Look for an eBlast announcing event
(dates corrected from last issue)

**OCTOBER
15**

or **NOVEMBER 15** (date changing depending on survey results)
Half-Day Driving Session at the BMW Performance Center;
Thermal, CA

**OCTOBER
31-
NOVEMBER 4**

48th Annual BMW CCA Oktoberfest; New Orleans, LA
(please note that this is a change from JULY 2017)



GAS OR ELECTRIC and the SPECTRE OF GLOBAL WARMING

by Bill Blowers

If I may, I'd like to spend a little ink on the subject of global warming and its impact on the internal combustion engine (ICE). Those that support the concept that we humans are the cause of earth's rising temperature have reached into all aspects of our lives, and in my opinion, a little too deeply. Those of us who appreciate the superb performance of our BMWs, the satisfying feel of the car against the road and the gentle growl of its exhaust note, are being told the we are part of the problem.

The theory goes something like this: Human activity is causing a massive increase in the release of carbon dioxide (CO₂) into the atmosphere resulting in a "greenhouse" effect that traps heat.

I'm not one to accept scientific facts that are presented by non-scientific individuals, you know, like ex-vice presidents. The world has been at least 15 degrees hotter than it is today at least five times in the past 700,000 years. Either our cavemen ancestors were driving too

many gas guzzling cars, or the change in global temperature is some type of natural cycle – I tend to think it's the latter. Surprisingly, CO₂ in the atmosphere is not the principal cause of the greenhouse effect. The two big culprits are water vapor, mostly ocean evaporation, and methane gas. There are many sources of methane, the majority being natural in origin, such as the decay of dying plant and animal life, and volcanoes, to name a couple. We humans are also sources of methane gas, i.e. flatulence. Perhaps we can save the world by cutting back on beans in our diet.

But to get back to CO₂, which is the war cry of environmentalists. It is estimated that carbon dioxide represents only 18% of the greenhouse effect. Of that, 80% comes from natural sources while only about 20% comes from human activity. When all is taken into account, 96% of all the gasses that might result in the greenhouse effect are natural in origin.

The end result has been that there is a major push to eliminate the use of fossil fuels and convert to renewable sources of energy, such as solar. And in the case of our automobiles, to switch from gasoline to electric propulsion. Although I am a great fan and advocate of electric automobiles, I also believe that there is a place and a need

for internal combustion engines. BMW power plants emit so little dangerous gasses that further improvement seems unnecessary.

I am of the opinion that political correctness in the realm of automobile production has replaced common sense. To deny the global warming advocates is akin to being called an anarchist.

There is no question that the earth is warming up. In the past 20 years, the average temperature has gone up roughly 1.5 degrees F. Everyone seems to be willing to blame humans for this – the facts say otherwise. By the way, have you noticed that the latest buzzword is "Climate Change"?

The automotive community is under pressure to reduce the use of petroleum products. BMW, as well as all other manufacturers are producing both hybrid and electric cars, all in the name of reducing CO₂ emissions. Some,

like Elon Musk of Tesla, want to see renewable energy used exclusively throughout the world.

I question if this is being driven by legitimate concerns, or by ideologues trying to create a utopia defined by their own agendas. Are the concerns real, or simply the rallying cry of the technically uneducated,

or those whose only cause is the furthering of an agenda that advocates that all use of our natural resources is some type of crime against nature? Are we an educated populace or indoctrinated masses filled with unfounded fear fueled by powerful advocates of a narrow view of humans and our place on this Earth?

The modern gasoline engine, controlled by electronic technology is a reliable, predictable clean power plant for vehicles of all types. Emissions have been reduced to near undetectable levels.

The electric car offers a solid alternative to the internal combustion engine, but it shouldn't mean that the modern gasoline engine should be done away with. My Tesla is the car of choice for most of my driving needs. But it cannot replace my Nissan Frontier pickup truck for utilitarian needs, or my Mercedes E350 for lengthy road trips. Given the choice, I'd rather not be worried about the location of the next charging station.

Let's be good stewards of this home we call Earth. Reducing our reliance on our limited supply of fossil fuels is good for the present and necessary for future generations. But while we're doing it, let's not throw out the baby with the bath water. ■

“We humans are also sources of methane gas, i.e. flatulence.”

BMW AT THE 2017 NEW YORK AUTO SHOW Crossroads

Article & Photos by James Chew

It's the last week of school.

That was my thought during the train ride to the 2017 New York Auto Show. Yes, it would be great to again see our BMW product specialist friends Yasmin, Inge, and Leah, wishing them a good summer before seeing them again in Los Angeles. And I was hoping to have a chance to chat with Dr. Willis concerning the state of the American market as well as chat with Tom Plucinsky concerning the BMW RLL ALMS racing campaign. But this last major show of the season felt different – as if we were graduating from one school, preparing to enter another.

This long, quiet train ride gave me time to reflect on the state of the American auto market and on the auto industry in general.

The auto industry is a very strange industry. It's the ultimate "left brain/right brain" business.

The left-brain part of the industry is quite straightforward. In fact it was one man, Alfred Sloan, who wrote THE book on the business of the auto business. "My Life At General Motors" is required reading for anyone who is interested in the business world. Ironical that it was an engineer that turned a mechanical curiosity into a major contributor to the Global economy.

But Mr. Sloan would not have had anything with which to work if it were not for the "right brain" of Billy Durant. Durant's instincts turned this mechanical curiosity into a mass-market business. He created General Motors to compete with Henry Ford. While one could have any color on a Model T as long as it was black, Durant's experience in the carriage industry taught him the value of offering products for every income level and taste. It was Alfred Sloan that famously expressed Durant's vision into a clever phrase when he said that GM had a "car for every purse and purpose". Based on his instincts, Durant bought companies



that formed General Motors. But his instincts weren't always right, so he was fired from the company that he created

It was Durant who brought Sloan to General Motors. When Durant created United Motors, Sloan became part of that company. United Motors was then sold to General Motors. Sloan stayed while Durant, who was fired AGAIN, looked for his next business venture.

Sadly, the "right brained" Durant never learned how to develop "gotta have" products that also make money.

As you read "My Life At General Motors", note that there are about two pages devoted to the heart and soul of this industry – product development. Because it's all about the design; it's an instinctive and subjective art form. Terms such as "gotta have" and "crazy great" are used by the right-brained designers to describe their proposed next big thing. If you ever have a chance to tour an automotive product design studio, you'll see that designers are driven by a unique passion to create something great.

When the product design hits the right chord with the market, it's a thing of beauty. When Jack Telnack brought the "aero look" to the entire Ford product line, Ford cars quickly became the industry leader. That was followed closely by Tom Gale's "cab forward" look to the entire Chrysler Corporation product line that took the auto market by storm. It was those products that generated the revenues and margins that made Chrysler such an attractive acquisition target. And because of the timeless BMW double kidney grill, "Hofmeister kink" look, every volume performance luxury car brand tries to have their distinctive look.

In the auto industry, product is king. When something works, every company develops their own version. And it's those competitive forces that make this industry so exciting in which to work and/or follow. Egotistical chief designers, who ARE the face of their respective firms, create the next big thing based on their instincts. So you have a business betting big bucks on someone's instincts.

And the stakes are high. One design miscalculation will forever damage a legacy product. We BMW fans fully appreciate this – witness the high regard in which both the 5-series and 7-series were held before their designs were "Banglized" and the struggle both "post-Banglized" products have had trying to regain their market mojo.





At this year's New York Auto Show, BMW had the entire line of iPerformance vehicles on display. Having reviewed both the X5 eDrive4.0 and the 330e, it's clear that the benefits of the iPerformance hybrid powertrain are better suited in the 3-series. As I experienced during my evaluation, the 330e drives like a properly balanced M3 while achieving a fuel economy of well over 35 miles to the gallon.

The all new 5-series was the centerpiece of the BMW display. Having been formally launched at the Detroit Auto Show, all versions of the 5 were on display for the show attendees to admire. As I told Dr. Willisch, I suspect that this generation of 5 will recapture the E39 5-Series driving soul and driver spirit.

There was the complete line of BMW X-series, as well as 2s, 3s, 4s, 6s, and 7s. I think they were there to prove that BMW still understands how to offer "Ultimate Driving Machines". I do hope the 6 is soon shown some love. It is my favorite BMW series (especially the M6 Gran Coupe – I WILL own one someday!) but it's long overdue for a re-design.

No BMW Auto Show display is complete without M products. It was great to see the M2, M3, and M4. The ultimate expression of the "Ultimate Driving Machine", these are the products that have kids make crying pleas to their parents, "Can we buy a BMW?"

I did have a chance to chat with Tom Plucinsky about the state of the BMW RLL ALMS campaign. I do agree that it's quite hard to compete against a racecar that's modified to be a street car (Ford GT40) and I also agree that the RLL team is doing better. But the optic of other brands (especially Mercedes) doing well while the RLL teams struggles to have both BMW M6s complete a race is simply not good.

It was evident at the NY Auto Show that both Mercedes and Audi went back to their roots to again develop great products. Ironically, it was BMW that took advantage of Audi's 5000 disaster and Mercedes product de-contenting from the launching of Acura and Lexus to solidify BMW's "Ultimate Driving Machine" standing in the market.

It seems that once given the reins at Mercedes, Jürgen Schrempp had only one goal – beat BMW. Taking full advantage of the "climate change" agenda BMW followed during Norbert Reithofer's time as BMW AG CEO, Mercedes focused on being the "Best or Nothing" and pummeled BMW in terms of new products launched that surpassed every BMW product in terms of design, refinement, quality, and

drivability. And the headline story in 9 November 2016 Automotive News best summed up the result of Mr. Schrempp's product strategy: "Star Power: How Mercedes Took the Luxury Lead, 4 Years

Ahead of Schedule".

Ironically, BMW executed this EXACT SAME strategy when Mercedes de-contented their product in response to the successful launch of Acura and Lexus brands. The BMW AG Board must have noticed. A few weeks ago the current BMW AG CEO, Harald Kruger, announced a new BMW product offensive.

The Audi display featured the all-new RS3. The "buff books" are already lining up to compare this to the BMW M2, BMW M3, and Mercedes AMG CLA. It also had on display the pre-60 Minutes Audi 5000 smugness. In 1986, one month prior to the infamous 60 Minutes episode, an Audi salesperson who saw me drive up in my Plymouth Turismo Duster told me that I "wasn't ready" for an Audi. That attitude seems to be returning.

The Lexus display showed that they would continue to use the proven "Toyotathon" sales strategy to generate sales. But the products will never have the timeless presence the Toyota CEO desires. Their latest attempt to develop a timeliness design appeared to me as if they grafted their "Japanese fish mouth" front end to a 1995 Buick Riviera. Frankly, none of the Lexus products, including their F-series, drive as well as the 1993 Toyota Supra. Continuing this course may prove hazardous to Lexus sales - the average age of their buyer is dangerously close to 60.

As for Acura – it took them almost a decade to launch the new NSX. In my opinion, the rest of the products are expensive Hondas.

My reaction to the new Lincoln Navigator design surprised me. Contrary to my instincts, this 70's Continental design theme still looks fresh. It will be interesting to see if the new Continental is bringing in a younger buyer. The average age of the Lincoln buyer is the oldest in the market segment (please don't tell Matthew McConaughey).

The Cadillac display reflected the new GM Executive Suite attitude of "as long as you're profitable, I don't care". The Kip Wasenko "Art and Science" design has been stretched to beyond the ridiculous, with each of their new products looking like the original cast members who are still on

Continued on Page 18



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Crossroads *(Continued from page 17)*

the "Real Housewives of Orange County". Uwe Ellinghaus, Cadillac's Chief Marketing Officer (formerly with BMW), was on a quest to determine the "natural" Cadillac sales level (e.g., no incentives). Thanks to his efforts, Cadillac profitably sells a respective amount. It will be interesting to see the impact Cadillac's outstanding racing effort has on sales and buyer demographics. If there is a positive impact, Tom Plucinsky should take notice.

The relaxed attitude during these media days reflected that, as hard it is to believe, another major auto show season was over. This auto show season seemed as if we were preparing for a new frontier. Starting the major auto show season with press conferences and speeches on autonomy, connectivity, electric vehicles, and vehicle sharing, there was nary a mention during this "last week of school".

Once exposed to the harsh light of reality, these lofty themes quickly faded. Apple and Google discovered the difficulties with developing an affordable autonomous vehicle. The major auto suppliers found themselves dealing in unknown territory – microelectronics. Not only are they struggling to understand and appreciate the commercial electronics product design cycles, they are struggling to get that industry's attention. The automakers were shocked to discover that they were NOT attractive customers for the consumer electronics industry. The automotive design

cycles are far too long for the electronics industry. And those in the electronics industry who have aggressively entered the "connected auto" market, they are still trying to determine a way to make money. The Government has yet to fully rear its ugly head to develop regulations governing autonomous vehicles and vehicle connectivity. The lawyers still have yet to determine whom to sue when something goes wrong. The high visibility failures of the Tesla semi-autonomous systems as well as fully autonomous test vehicles gave all pause. On top of everything, no one knows the consumer price tolerance for these technologies. Based on the current electric vehicle sales; developing autonomous, attractive, connected, and profitable vehicles seem to be a multi-variable equation with far too many unknowns.

That being said, it's no longer a matter of if these technologies make it into vehicles, it's a matter of when. Semi-autonomous and connectivity features are already available in today's vehicles. And the exponential engineering leap required to make these components support affordable, profitable fully autonomous vehicles is coming. And when they happen, I hope you all will join me in toast my good friend, Dr. Tony Tether, the DARPA Director who created the two DARPA autonomous vehicle Grand Challenges.

BMW's new product offensive has me excited for the new major auto show season. Hopefully we'll see a return of the grand BMW major auto show product launches. ■

HUNTINGTON BEACH CONCOURS

Photos & Article by Fred Larimer

Although the day began with overcast skies, 20+ BMW owners presented their cars at our BMW "Show-within-a-Show" held in concert with the 2017 Huntington Beach Concours. It was great to see familiar faces and meet new BMW enthusiasts. Thanks to everyone for coming out to our event. Congratulations to the people who won in their class.

5A Concours – First Place: Rey Rivera 1967 1800, Second Place: Paul and Bonnie Simon 1976 2002

5A Street – First Place: Joshua Sult 1974 2002 Tii,
Second Place: Sara Pelly 1971 1602 voll cabriolet, Third Place: Kevin Kolozsvari 1972 3.0CS

5B Street (cars 1976 to 1981) – First Place: Edgar Fajardo 1979 320i

5C Concours (cars 1982 to 1992): First Place: Mark Robbins 1984 M635CSi,
Second Place: Vince Gormally 1985 M535i, Third Place: Roy Watson 1983 320is

5D Concours (cars 1993 to present) – First Place: David Stillwell 2002 E46 M3

5D Street (cars 1993 to present) – First Place: Allan Klein 2002 M Roadster
(Allan was a first time entrant who saw the event in the Whispering Bomb)



Allan Klein



Joshua Sult



David Stillwell



Mark Robbins



Edgar Fajardo



Paul Bonnie

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 around 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

ADVERTISING and CLUB SPONSORSHIP CONTACT:

CHRISTINE McBURNEY • Advertising Manager
(626) 732-3600 or christine@uniquecolorprinting.com

President:

Kurt **HELM** president@losangeles.bmwcca.org

Vice President:

Mike **WARD** vicepresident@losangeles.bmwcca.org

Secretary:

David **COLLANDER** secretary@losangeles.bmwcca.org

Treasurer:

Maggie **REID** treasurer@losangeles.bmwcca.org

Activities:

Delight **LUCAS** activities@losangeles.bmwcca.org

Advertising & Club Sponsorship:

Christine **McBURNEY** christine@uniquecolorprinting.com

Membership:

Tom **JACOBSMEYER** membership@losangeles.bmwcca.org

OFFICERS AT LARGE (Elected – 2 year term)

BRAD **HERRIN** bradherrin@verizon.net

PATRICK **AVAKIAN** patavakian@gmail.com

MEMBERS AT LARGE (Appointed – 1 year term)

MARTIN **HOCHMAN** martin-bmwccala@usa.net

ANDY **WONG** bmdub02@yahoo.com

DAN **WU** the_hack2321@yahoo.com

LA BMW CCA STAFF:

Driving Events Committee Coordinator

Delight Lucas djlucas@cox.net

Chief Instructor Driving Schools

Darren Young artspeed@earthlink.net

Steven Stepanian fooshe@aol.com

Driving School Coordinator/Registrar

Delight Lucas djlucas@cox.net

Driving School Key Worker Coordinator

Brian Burt popa69@gmail.com

Chief Instructor Car Control Clinic

Brad Herrin bradherrin@verizon.net

Autocross Committee Chair

Kevin Kensik autocross@losangeles.bmwcca.org

Steve Lyon, TRSS Key Worker Lead. steve@stevelyon.com

Webmaster

Stephen Harvey webmaster@losangeles.bmwcca.org

Whispering Bomb Editor

Jean Helm editor@losangeles.bmwcca.org

Tool & Manual Rental

Hani Thomas (310) 420-9386



Alternative modes of Cuban transportation. Photos by Mike Buhbe



*Mike Buhbe's
daughter Melissa
standing next to
a 1953 Pontiac
Chieftain.*

*Photo taken in
Cuba by Mike.*

