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(e) Bombe

The Official Digital Magazine of the Golden Gate Chapter, BMW CCA

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Photo by Aleksey Kadukin

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COVER: Brian Stanaway finished 15th overall in qualifying rounds for Autocross Top Driver Shootout in his 2014 MINI F56 that he shares with his father, Bill.

Photo by Ovidiu Predescu

BACK COVER: Always a beautiful day in San Francisco, as long as you have a 2002 by your side.

Photo by Courtney Cutchen | courtneycutchenphotography.com



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Foreword

A Letter from Pacific Region VP

There are so many reasons why my favorite time of year is fall and winter. First, it's my favorite time of year to cook and eat. Late summer tomatoes, corn and strawberries give way to fall's winter squash, asparagus, and cauliflower. And it's time for warm and cozy soups, stews, blankets and fireplaces. And wine. Always wine.

For us gear heads, this is great time to reflect on the amazing driving schools last August with Oktoberfest in Monterey and the end of warm days at Thunderhill in November. Our autocross season concluded with record attendance for the season with some events selling out in mere hours. All the chapter's volunteer event organizers are deserving of a hiatus until the spring when the driving programs resume their thunderous pace. But that doesn't mean we should hang up our tires exactly.

Now is the time to get social and visit several of the club's Cars & Coffee events throughout the bay area. Looking ahead to 2017, keep an eye out for pre-season autocross events and car control clinics to hit in the first half of the year. Be sure to mark your calendars on March 4-5 for a weekend track school at Laguna Seca! Registration will open early in the new year and the event is likely to sell out quickly.

Did you know that GGC's region extends as far north as the Oregon border and as far south as San Luis Obispo? The board of the Golden Gate Chapter wants to hear from our members in remote areas. If you live far away from the Bay Area, please send a note to our Membership Chair, Adam Mahoney (membershipchair@ggcbmwcca.org). He'd love to hear from you and help you organize a chapter event in your area.

I hope you enjoy this season as much as I do. As you settle into time with family, friends, and the holidays, remember one thing. When you feel that urge to get out on the road, if you need to show off your latest mod with people who actually care, if the do-it-yourselfers need a shakeout drive—we got you.

Happy holidays to all. I'll see you out there!

Jeff Cowan
Pacific Region Vice President

Photos by Aleksey Kadukin
and Matt Nowzari

Legends, Festorics & Oktoberfest



An extremely rare E30 M3 convertible
hides between legendary coupes.

Photo by Aleksey Kadukin

Additional photos: ak74.smugmug.com/Cars/Monterey-Car-Week-2016



This art car clone demands a picturesque background
Photo by Aleksey Kadukin



Oktoberfest Track Days challenged BMW CCA members who drove the famous corkscrew!
Photo by Matt Nowzari



Rebecca Canterbury of Boxer Metal in Chico, CA, and their masterpiece BMW Twin Turbo R100
Photo by Aleksey Kadukin

About the Show

This August BMW celebrated their centennial anniversary in the US right here in our backyard, centered around the annual Monterey car week which includes famous attractions such as the Rolex Monterey Motorsports Reunion at Laguna Seca, the Pebble Beach Concours d'Elegance, and of course our own annual club events, Legends of the Autobahn and BMW Festorics corral. With such an incredible opportunity, BMW CCA hosted the annual week-long member event known as Oktoberfest to follow car week in Monterey.

Legends Of The Autobahn® is an all-German marque Concours d'Elegance held at the prestigious Nicklaus Club-Monterey, and is often the start of any BMW fan's experience during car week each year. Always held on the Friday before the Rolex Motorsport Reunion historic car races (at Laguna Seca), Legends is hosted by the BMW Car Club of America, the Mercedes-Benz Club of America, and the Audi Club of America. More than 400 cars and thousands of spectators were greeted this year by rare and historically significant models, as well as factory-prepared specials.

The weekend days of Monterey car week are dominated by the Rolex Motorsport Reunion at Laguna Seca featuring historic racing cars from the last century doing what they were intended to do. BMW CCA hosts a very

special parking corral and hospitality area called BMW Festorics during the races, typically located at Turn 5 with wonderful track side viewing and catered lunches. Because of BMW's centennial anniversary this year, we extended to the lake bed area of the track to create the biggest BMW parking corral ever in Monterey with over 800 cars from all over the country, arranged by generation. It was quite a sight to see how the car-maker's story evolved from as far back as the 1930's to the M4 GTS today while hearing the nostalgic sounds of historic racing in the background.

And capping off this year's trifecta of celebratory events, the annual BMW CCA Oktoberfest event began the week following the historic car racing weekend. Members from around the country came together for a true celebration of club events and BMW spirit in the beautiful coastal town. Other events included driving tours, autocross, dinners, concours, and 4 impeccable days of track schools on the famous Laguna Seca raceway!

Monterey car week and Oktoberfest in 2016 were unlike any other we hope you had a chance to take part in the once-in-a-lifetime festivities. Keep an eye out for details about Oktoberfest 2017 hosted in New Orleans, July 11-15!



Photo by Aleksey Kadukin



Photo by Aleksey Kadukin



Photo by Matt Nowzari



Photo by Aleksey Kadukin

TOP LEFT: Legends 2016 had several pre-war BMWs on display including this Frazer Nash-BMW

TOP RIGHT: Paul Betancourt, former GGC board member, named his latest build *Clean M4*

MIDDLE: Blink and you'll miss it - this BMW 1M tries to outrun the camera

BOTTOM: Not a Photoshop prank but the one and only clone of experimental E46 M3 wagon in the U.S.



Period Correct: BMW Takes Over The Historics

Article: Matt Nowzari

Photos: Aleksey Kadukin & Matt Nowzari

TOP: Old nemeses meet again: BMW 3.0 CSL and BMW M1 Procar vs. Porsche 935. Photo: Aleksey Kadukin

Described as a museum springing to life, the Rolex Monterey Motorsports Reunion is the largest event held during the famed Monterey Classic Car Week, and is the only event in which cars are doing what they were originally intended to do: race.

Rolex Monterey Motorsports Reunion: A beautiful day for historics

Matt Nowzari

Another weekend, another bleary-eyed morning rush. This time it isn't an autocross at Marina, or a Cars & Coffee gig in Moraga. It's something much more exciting. It's a chance to see coveted BMW racers stretch their legs. An opportunity to smell the NOx streaming from an old Porsche's tailpipes. A day to experience the scream of old F1 cars once more. It's the Rolex Monterey Motorsports Reunion! BMW was the featured marque this year, celebrating 100 years of the Ultimate Driving Machine. It was definitely not something to miss for me and my gang of BMW enthusiasts!

The festivities kicked off in earnest on Friday, August 19th. On Saturday and Sunday, over 1000 BMW CCA members descended upon our club hospitality areas we call BMW Festorics. Typically located at Turn 5 with track-side viewing, covered tents, and catering, this year we extended into the larger lake bed area inside the track as part of BMW's centennial celebration. Hundreds of BMW's from all over arrived and parked together--representing nearly every generation made.

The sun was still low in the sky as we crossed the landmark blue bridge and walked down into the paddock. We saw that BMW had set up a massive white tent, proudly displaying its finest metal

- E30 M3 DTM cars, 3.0 CSL racers, and one very special E46 M3 GTR were all in attendance. We wasted no time drooling over center-lock wheels and well-worn bucket seats, all the while making excited comparisons to the street cars we own and drive every single day.

I was most excited to see BMW's E36 M3 PTG car. Having myself become the owner of an E36 a year prior, it was kind of special to see what BMW's endgame was for the E36 chassis. I would have paid to simply see it sitting in the paddocks, and I feel very fortunate indeed that I had an opportunity to see it getting driven in anger later that day -- who knows when the opportunity will arise again? It was also very humbling to see cars such as the V12 LMR and M1 Procar in the flesh as well. Having the opportunity to stand right next to these cars, hear them and see the fly by -- these are memories I won't forget anytime soon.

As my friends congregated around each racecar and undertook serious discussions of suspension design and aerodynamics, I retreated into my own world and clicked away with my two cameras. As I did, I tried to imagine some of the older cars racing during their respective time periods. Grainy, washed out daydreams of the bravest racing drivers diving for corners, sawing at unassisted steering wheels, fighting for third, second, and first place. I hadn't lived any of it (I'm only twenty-two) but



Photo by Aleksey Kadukin

Henry Schmidt's 1974 BMW 3.5 CSL IMSA Group 5 monster



Photo by Aleksey Kadukin

BMW 3.0 CSL Group 4 race car that won the 1975 12 Hours of Sebring



Pre-war BMW 328 enters Turn 10. Photo: Aleksey Kadukin

I couldn't help but get caught up in the illustrious history of these cars.

We took our time wandering around the tent, paying our respects to each vehicle and carefully making ourselves small to not get in the way of the BMW technicians. It was starting to become a bit surreal, really. It's easy to get overloaded with the sights and sounds of the day, and I was already becoming a little jaded!

Our group reunited and we slowly made our way up to the Corkscrew, taking our time to admire ancient racecars as they relived their glory days on track. You realize very quickly that earplugs are a necessity if you want your ears to survive trackside. Luckily a friend brought enough for all of us. The atmosphere of the event is all-encompassing. The

regularity with which cars come off the Corkscrew and accelerate away is almost soothing. I found myself not wanting to leave!

After lunch we returned to the paddocks and continued our exploration. Canepa was there with their enviable collection of cars, and many privateer teams had their just-driven racecars proudly on display as well, their still-cooling metal bodies ticking in the shade of temporary tents.

At this point vintage Formula 1 cars were getting ready to race, so we found a spot near Turn 4 and watched with much excitement as our bones were rattled by the sound of old V12s shrieking past. This is, ultimately, the beauty of the historics. You didn't have to be the world's biggest BMW fan to experience

motorsport at its finest. In that moment, in the summer heat, ears stuffed with earplugs in a feeble attempt to soften the serrated edge of race motors, we were smiling, awed into silence, heads swiveling rapidly to the ebb and flow of cars.

A neat little thing about the historics is that sometimes you get a chance to meet the owners of some of the cars. We came upon a gorgeous red CanAm car in the paddocks near Turn 11. As we stood around talking amongst ourselves, a man walked up to us and asked us what we thought of the car. We said we loved it, and his face broke into a wide smile as he admitted to us that he was the owner of the vehicle. He was kind enough to share the car's exciting recent history, detailing how it was in pieces in a museum in Japan just a month prior

to this event. Having the opportunity to learn about a little-known car from the its owner was very cool and is absolutely part of the experience. In some ways, this day is as much about people as it is about cars.



Photo by Matt Nowzari

“No matter whether you have a stock grocery-getter straight from the dealer, or a slammed E30, you will find other folks to identify with!”

- Cory McLaren

Article: Jeff Roberts | Photos: Ovidiu Predescu, Matt Nowzari

2016 Autocross in Review



The 2016 Golden Gate Chapter Autocross Series has come to a close and we, the autocross team, would like to thank all of you who participated for giving us our most successful season yet!

Why was this year our most successful? It was YOU, our members! You registered in record numbers for our events which sold out a hundred spots in a few days and in some cases within hours! Not only did you bring yourselves, you brought your friends and family too. We typically see 5-10 new members join the chapter each month when they sign up for their first Autocross with us. That says a lot about what we have going on here at the GGC!

We were very lucky to get approval from the FAA in January so we could have a full season of 13 events as we had planned them. In February we had a double-header weekend with our second iteration of Autocross school on Saturday and a Course Rewind Fun Run event on Sunday. The Autocross School format was refined based on what we learned in 2015 and it was a lot of fun for all of us! We followed this up with a pre-season Test & Tune in March where folks came to shake out new mods and get lots of practice on the short course

before the season officially started.

The regular season opened on April 23rd to a sellout crowd and long wait list, and that trend continued with monthly competition events thru October. The competition was fierce, but friendly, just how we like it. Month after month our course designer Dave Sparks challenged and delighted us with one awesome course after another. Dave has a real talent for creating courses that look one way on paper, but when you get out there and drive them, there is always an element or two that will surprise you.

One of our best events turned out to be a sleeper at Crows Landing in early October. One of two we did not sell out ahead of time, and in fact, this one only sold half the spots! Fifty drivers were treated to 9 runs on a 90 second course full of high speed slaloms, sweepers, technical jib-jabs and straightaways we normally don't see at the much smaller Marina location. And, unlike our attempt in 2015, we had a stellar weather day too.

On November 5th we celebrated the close of our regular season with our Top Driver Shootout at Marina. This is the event we all work so hard for each year. It's serious, intense competition, but very different from our regular season events. Competitors chose their were randomly assigned a run group, selected a work assignment, drove the course solo four times in one direction



“*Thanks everyone, and to the BMW autox team for keeping the party going. The TDS format is so epic and very unique to the autocross world. The 80 second course run really puts a strain on end-of-day driver focus and the front tires on a BMW. It’s a privilege to be able to run in it and race with some very cool people!*”

*–Praneil Prasad
6-time Top Driver Shootout Champion*



Photo: Ovidiu Predescu



in the morning, and in the opposite direction in the afternoon. Class winners received their trophies and we all enjoyed hanging out together and reminiscing about the season. When all the qualifying runs were done, and the results calculated, I read names from the list one at a time until we had five finalists from each run group to try to unseat five-time champion Praneil Prasad. All worthy competitors, some have been there before, for others it was the first time. It was anyone’s race to win, but Praneil was unbeatable once again!

We have one more fun run event on December 17th at Marina that we are looking forward to as well. Maybe we’ll get treated to a warm rainy day? OK, it probably won’t be warm, but maybe it will be wet. Secretly, I do enjoy racing in the rain now and then and a fun run event is a great time to do that.

Those of you who attend the events regularly know I do not and cannot do this alone. I have the support of an awesome team of folks who go above and beyond month after month to make sure we all get our ya-yas out and have a great time doing it. My co-coordinators: Ryan Rich, Jack Yu, and Grant Mahler. Our

Timing & Scoring guy, Brian Cheung, and our course designer Dave Sparks (you may clap now). And don’t forget about all of you who pitch in and share your coaching talents – I do believe our focus on teaching is why this program is so successful. And you all do it because you love it so much too!

We lost one team member this year, Michael Kolesar, who’s been our rig driver since before I took the steering wheel of this program. Michael worked very hard and put in a ton of hours on event days, not only hauling our rig and equipment to and from the events, but coaching and helping make sure the events ran smoothly too. Michael, we congratulate you on your marriage and we thank you for all your hard work and dedication – the team is not the same without you!

After December the team is going to take a break until February 2017 to let the FAA and City of Marina do their thing and come back to us with our full season schedule approval. We’re hopeful everything will go smoothly as it did this year, and we look forward to seeing you out there!

Driver Poll:

How does GGC Autocross rev your engines?

"The GGC Autocross program gives me an opportunity to explore the limits of my vehicle and myself in a safe, friendly, and fun environment." –*Ryan Rich*

"I often joke that Autocross is the gateway drug to [HPDE]and racing, but it's less hard on the car. But the car control skills you learn benefit you in all of your driving - on track and off."

–*Tamara Hull*



"The camaraderie and sharing a day with like-minded people. The competition against yourself, the clock...the challenge of comfortably approaching the limits of adhesion, going beyond, then bringing it back again and again!"

–*Michael DoCouto*

"Few things feel better than crossing the finish line, looking over at the timing board, and finding that you've become faster. Autocross encourages continual improvement, no matter how big or small the gains." –*Matt Nowzari*

"[Autocross] uniquely combines the application of multiple driving techniques on a closed course at reasonably safe speeds with a great competition atmosphere and low event costs." –*Dmitry Semi*

"It's addicting and easily accessible to anyone who wants get involved as a driver in Motorsports. It's sort of like a gateway drug for motorsports! I love how you have to adapt to a new course at each event. You get a half dozen or less tries to reach perfection with just the skills you develop over time."

–*Chris Fountain*

"It is an inexpensive Motorsports event that is very low risk and a ton of fun! Also, it is a great stepping stone to hone some incredibly important skills for the track. However, I think one of the biggest draws is spending a day with like-minded people, and if you not careful will end up meeting some people that end up being life-long friends!! As a former coordinator that stepped away for a bunch of years, coming back I felt like I had maybe missed one or two events but I was welcomed back like an old friend!"

–*Andrei Fenner*

"AX is fun, inexpensive and difficult! That is why it is interesting. It challenges you every single time. During last year I got further into understanding the weight transfer, looking ahead and actually implying this knowledge while driving, including my everyday commute. AX in our club is a great way to learn in a safe and fun environment. Our coaches are always friendly, knowledgeable and ready to help. I'm so grateful for the atmosphere that's been created and maintained during events." –*Ekaterina Eframova*



"I just recently participated in my first BMW CCA GGC Autocross event with my 2015 335i (#335) and had an absolute blast! It is a relatively inexpensive and fun way to push yourself and your car to a safe limit with fellow enthusiasts. These events are well organized so the day goes quickly while allowing drivers the opportunity to improve their technique and time. Autocross is also a great way to exercise and build upon the invaluable lessons taught in the GGC Car Control Clinic, which is a great introduction to driving events like autocross and ultimately, track days. I'm already looking forward to the next event to continue to improve my driving and of course, meet new friends too!"

–*Adam Mahoney*

For more information on Autocross and other driving events, visit ggcbmwcca.org/driving-events



Photos on this page: Ovidiu Predescu



Photos on this page: Matt Nowzari

“ Autocross: An addictive, inexpensive, and extraordinarily fun way to learn car control and performance driving, all while driving the heck out of your car in a safe environment with great friends! My daily driving has vastly improved as a result of many seasons of autocross and the shotgun seat coaching I’ve received from the best of GGC’s Autocross coaches.

It needs to be said that having a coach sit shotgun during my first several runs, in each Autocross, is always a massive help. I’d recommend that given the opportunity, everybody should capitalize on the opportunity to take a coach out with them. Good instruction is irreplaceable, and it shows in my times dropping throughout the day as my lines got cleaner, my entry and exit points more on target, and my on-throttle sections harder, heavier, and longer-lasting. ”

**–Athena Brekke
GGC Vice President
AAA Class AXer**

Elvis and his 507



“...after a long search, we found a 1959 507 BMW in California, in the backyard of a private home. This convertible was owned and driven by the most famous American singer, Elvis Presley.” said the voice on the other end of the line - a rep from the BMW Classic Car department in Munich, Germany.

Elvis drove the BMW while stationed as a G.I. in Friedberg, near Frankfurt, Germany. He served 18 months there, out of his required two years US military duty.

I asked, “This is a great find. Where is the car now?”

“For some time, the BMW has been in Munich. We are searching for anyone who knows some of the car’s history, and can provide stories about it and Elvis’ time in Germany. Mr. Hetzler, can you help us with this project?”, the BMW rep asked.

“It would be best if you could call me back tomorrow morning. By then, I’ll come up with something and try to help you.”

The next morning, the call came in from BMW as promised. “Mr. Hetzler, if you could just help us with a name, we would be grateful. One person with knowledge could really give us important historical context.”

“I can give you the name now,” I answered. “It’s Bill Hetzler.”

The BMW rep was not amused: “Please, no joking. This a serious matter to us. In 2016, BMW is celebrating the 100th anniversary of the company’s founding.”

After I explained that I fulfilled my own military obligation as a GI at Elvis’ side for two years, in the Spearhead 3rd Armored Division, they kept listening.

// [Elvis and I] spent six months together at Fort Hood, Texas in the ‘Hell on Wheels 2nd Armored Division,’ after which we shipped out for 18 months service in Friedberg, Germany. //

My BMW contact responded that a delegation from the company would soon arrive in New York to speak with me.



The car of The King: Elvis Presley’s BMW 507 #70079 restored by BMW Classic center



Some original BMW 507 parts are long gone so custom fabrication and 3D printing were used to manufacture parts.

However, I explained that I would soon be in Munich on business, so their trip to the US would not be necessary.

In Munich, the meeting with the BMW Classic Car Department/BMW World lasted over four hours. Much was being documented in the meeting, including numerous Elvis recollections, stories about the BMW convertible, and other experiences.

One question that had confounded the BMW folks was: "Why was this white car painted red, and where did this occur?"

Here was quite a story. After arriving in Friedberg, Elvis became eligible to live "off post." Usually this is permitted when close family lives with a soldier, but Elvis' mother died on August 14, 1958 in Memphis, Tennessee, while we were still in Texas. Obviously, she could no longer join Elvis. To remain eligible for off post housing, Elvis invited his father and uncle to stay with him in a rented private home in Bad Nauheim, a resort town only three miles from our Army barracks. Just about every day after his duty, Elvis drove to his home, but on the way had to first sign out at the base gate house. Numerous teenagers, some with their parents in tow, gathered at the gate in search of autographs and photos from the singer. Some teens were so bold as to scrape white paint from Elvis' car, placing it in little match boxes as souvenirs.

It wasn't long before that beautiful white BMW was so defaced, it required Elvis to have it repainted, whereupon he chose the color red.

"Where was this done?" asked the BMW staff.

US military personnel had to register their private cars at an American Motor Vehicle Bureau in Giessen, a town of about 50,000 people north of Frankfurt. A special "US Forces in Germany" license plate had to be obtained there. I registered my own Mercedes there too, not minding the drive at the 1959 price of 11c a gallon.

I advised the BMW people that they might find the body shop that painted the car in Giessen.

When I was home in New York again, I received a call from BMW in Munich, informing me that the son of the man who painted the car in Giessen had been located. He was invited to the BMW offices in Munich, but did not arrive alone. He brought his attorney, his CPA and three photos of the car from yesteryear. He apparently thought he had hit a jackpot of some kind. Concluding that "we have better photos," the BMW reps sent the "paint delegation" back home. This was not to be the "lottery win" the painter's son was anticipating.



ABOVE: The author standing alongside Elvis' 1959 BMW 507

Several subsequent meetings were arranged for me with BMW leaders in Munich and NYC, during which I was advised that the restored Elvis convertible would be presented to the public this past August in Pebble Beach, California, during the world's largest annual classic car event.

I was delighted with the company's invitation and to be part of the presentation as "Zeitzeuge" and a spokesman for BMW to the media.

There are also plans to send Elvis' BMW out "on tour," and I hope that many more people will get to see it at the International Auto Show in New York City in 2017.

Of course, we can expect tight security to surround the car, since we know what some Elvis fans are capable of doing to a freshly painted celebrity automobile.





Spotted

BMW stunned everyone with the reveal of the BMW 2002 Hommage "Turbomeister" concept at the Monterey Reunion and Pebble Beach. The M2-based concept car refers to the legendary E30 M3 DTM Jägermeister race car. This new concept was enthusiastically accepted by the Monterey Reunion and Pebble Beach crowd and the most popular question was: when we can buy it?! *Photo by Aleksey Kadukin*



Welcome New Members

Since July, we welcomed over 400 new members! Be sure to connect with our new friends at the next event or online!



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LOCAL DISCOUNTS

One of the many member benefits of BMW CCA is a members-only discount at various participating services and dealers. Here you can find the businesses in our area who offer our members a discount. Please note that businesses often require you to show your current BMW CCA membership card in order to receive the discount.

Please contact us with any deletions to the list due to a company being out of business. We ask that additions, changes, or deletions (no longer participating in discount program) be requested by the business owner directly. Updates should be directed to: CommMgr@ggcbmwcca.org.

INDEPENDENT SERVICE & SUPPLY	CITY	DISCOUNT	PHONE	URL
Berkeley Motor Works	Albany	10% Labor	510 528-1214	www.berkeleymotor.com
German Auto Kraft	Belmont	20% Labor on maint/brake	650 595-2777	www.germanautokraft.com
Bavarian Professionals	Berkeley	10% Labor	510 524-6000	www.bavpros.com
BTM Motorwerks	Campbell	5% Parts/Labor	408 369-1911	www.btmmotorwerks.com
Dinan Engineering	Campbell	10% Labor	408 866-0606	www.dinancars.com
Flintworks	Campbell	15% Repairs & Services	408 371-3380	www.flintworksauto.com
RennWerks Performance	Campbell	10% Labor/5% Parts	408 370-7480	www.rennwerks.com
Auto Analysts	Castro Valley	10% Labor	510 582-0201	www.autoanalysts.com
Edge Motorworks MV	Mountain View	10% Labor	650 965-8337	www.edgemotorworksmv.com
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Bavarian Motorsport	Milpitas	10% Parts	408 956-1662	www.bavarianmotorsport.net
Jam Engineering	Monterey	Various parts	831 372-1787	www.jameng.com
Dinan Engineering	Morgan Hill	10% Labor	408 779-8584	www.dinancars.com
Corporate Auto Works	Mountain View	10% Parts/Labor	650 691-9477	www.corporateautoworks.com
Dinan Engineering	Mountain View	10% Labor	650 962-9401	www.dinancars.com
Edge Motorworks	Mountain View	10% Labor	925 479-0797	www.edgemotorworksmv.com
Track Star Racing	Mountain View	10% Parts/Labor	650 961-2350	www.trackstarracing.com
Performance Technic, Inc.	Pleasanton	10-15% Parts	925 426-1361	www.performancecetechnic.com
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Valley Motorwerks	Rancho Cordova	10% Parts/Labor	916 636-9526	www.vmwerks.com
Rossi's Tire & Auto Service	Salinas	Various	831 424-0011	www.rossitire.com
Bimmers Independent	San Carlos	Various	650 591-2474	www.bimmersindependent.com
German Motors Collision Ctr	San Francisco	\$100 off repairs over \$1,000	415 551-2639	www.sfgermanmotors.com
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Pete's Inc	San Francisco	10% Parts/Labor	415 441-5896	www.petesinc.com
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Vanguard Motors	San Francisco	10% Labor	415 255-8450	www.vanguardmotors.com
Borelli Motor Sports	San Jose	10% Service/Labor	408 770-1220	www.borellimotorsports.com
Extreme Performance	San Jose	10% Parts/Labor	408 923-6404	www.xperformance.com
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German Auto Body	Santa Clara	\$100 off repairs over \$1,000	408 727-3368	www.germanautobody.com
Catalpa Street Garage	Santa Cruz	10% Parts	831 464-2269	www.catalpastreetgarage.com
Nate Smith's Optimal Auto	Santa Cruz	10% Parts	831 476-1332	www.optimalauto.com
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Bavarian Tuning	Santa Rosa	10% Parts/Labor	707 575-3757	www.bavarian-tuning.com
GS Tuning	Santa Rosa	10% Sales/Service	707 284-2680	www.gstuningbmw.com
BMW Performance Driving	Spartanburg, SC	15% off driving programs	BMWusa.com	www.bmwusa.com/performancecenter
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LOCAL BMW DEALERS

The Golden Gate Chapter covers a vast area, and subsequently has several BMW and Mini dealerships for you to choose from. This is the list of dealerships in our area, as well as the discounts they offer to Club members. Do remember to show your membership card in order to receive the discount!

DEalersHIP DISCOUNTS	CITY	DISCOUNT	PHONE	URL
Weatherford BMW	Berkeley	Various	510 654-8280	www.weatherfordbmw.com
BMW Concord	Concord	10% Parts/15% Accessories	925 682-3577	www.bmwconcord.com
Mini of Concord	Concord	10% Parts/15% Accessories	867 704-9479	www.miniofconcord.com
BMW of Fremont	Fremont	10% Parts/ Labor/15% Accessories	510 360-5900	www.bmwoffremont.com
Mini of Marin	Marin		415 737-0500	www.miniofmarin.com
BMW of Humboldt Bay	McKinleyville	10% Parts	707 839-4269	www.bmwofhumboldtby.com
BMW of Mountain View	Mountain View	10% Parts	650 943-1000	www.bmwofmountainview.com
East Bay BMW	Pleasanton	10% Parts	800 505-4801	www.eastbaybmw.com
East Bay Mini	Pleasanton		866 549-5589	www.eastbaymini.com
BMW of Roseville*	Roseville	10% Parts	916 782-9434	www.bmwofroseville.com
BMW of San Francisco	San Francisco	10% Parts	415 863-9000	www.bmwsf.com
Mini of San Francisco	San Francisco	20% Parts/labor, free inspection	877 209-9322	www.minisf.com
Coast BMW	San Luis Obispo	10% Parts	805 543-4423	www.coastbmw.com
Peter Pan BMW	San Mateo	10% Parts	650 349-9077	www.peterpanbmw.com
Peter Pan BMW Parts/Svc	Burlingame	10% Parts	650 204-7600	www.peterpanbmw.com
Sonnen BMW	San Rafael	10% Parts	415 482-2000	www.sonnenbmw.com
Stevens Creek BMW	Santa Clara	10% Parts & Labor	408 249-9070	www.stevenscreekbmw.com
Mini of Stevens Creek	Santa Clara		408 260-4900	www.miniofstevenscreek.com
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Hansel BMW	Santa Rosa	10% Parts	707 545-6602	www.hanselbmwofsantarosa.com

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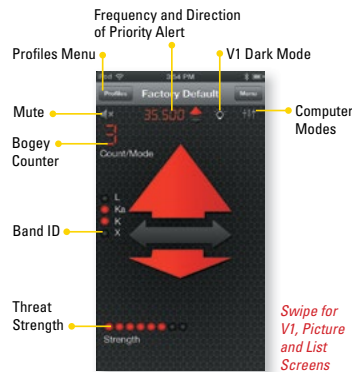
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