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Zündfolge

Official Publication of the BMW Car Club of America Puget Sound Region





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November/December 2009

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Boilerplate

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KALENDER

October 29

Board Meeting:

starting time is 6:45 p.m.
All members are welcome to attend. Contact the Club President to RSVP and for meeting location.

November 7

J&L Fabricating Meeting: Join us for another trip to automotive wonderland. J&L Fabricating is one of the best vintage racecar shops in America. You'll see 25-35 vintage racecars in various states of repair. Meeting time is 10 a.m. until noon. See the article in this issue.

November 19

Board Meeting:

starting time is 6:45 p.m.
All members are welcome to attend. Contact the Club President to RSVP and for meeting location.

November 23

Deadline for the January 2010 Zündfolge issue: all submissions must be received by this date. They may be sent to the *Zündfolge* Editor at lucettalightfoot@msn.com. Note: this is early because of holidays this time of year.

January 5

Deadline for the February Zündfolge

issue: all submissions must be received by this date. They may be sent to the *Zündfolge* Editor at lucettalightfoot@msn.com.

January 7

Board Meeting:

starting time is 6:45 p.m.
All members are welcome to attend. Contact the Club President to RSVP and for meeting location.

January 28

Board Meeting:

starting time is 6:45 p.m.
All members are welcome to attend. Contact the Club President to RSVP and for meeting location.

February 2

Deadline for the March Zündfolge issue:

all submissions must be received by this date. They may be sent to the *Zündfolge* Editor at lucettalightfoot@msn.com.

February 6

Save the Date for the Annual Banquet and

Auction: Details in this issue. Questions can be directed to de-Anna Martin at 206-274-5274 or via email at demartin@pc-resource.com.

Volunteers Needed: Contact de-Anna Martin at 206-274-5274 or demartin@pc-resource.com for details. All aspects of help is appreciated to help ensure the event is a success.

Donations Needed: Contact Jennifer Venter at 917-689-9617 or jennifer@venter.us for details. Any donation is appreciated, including non-car related items. Auction proceeds will benefit Rise n' Shine!

Patronize Our Advertisers!

FROM THE
EDITOR

- All contributions and correspondence with the *Zündfolge* staff need to be sent to Lucetta Lightfoot, the *Zündfolge* editor, at lucettalightfoot@msn.com. Submit all photos as 350dpi tifs at 100% size. Submit text display ads as 800dpi tifs. Items submitted for publication will not be returned.
- Contact Jim Millet at jimngloriamillet@comcast.net for information about display ads.
- Send all address change notices to bmwcclub@aol.com.
- The *Zündfolge* staff is always looking for volunteers. If you want to help contact the editor.

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Please limit phone calls to these volunteers to between the hours of 9 a.m. and 9 p.m.

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2010 Banquet

Date and Time

The banquet will be held on February 6, 2010, Saturday night. The schedule is:

SCHEDULE	5:15	Doors Open for Registration/Mingling
	5:30	Silent Auction Begins
	6:15	First Auction Closing
	6:30	Final Auction Closing
	6:45	Dinner
	7:45	Announcements
	8:00	Auction
	9:00	Program
	9:30	We're Done

Place

The banquet will be held at the Bellevue Downtown Courtyard by Marriott 11010 NE 8th Street, Bellevue. The location is just off I-405 in downtown Bellevue. From I-405 take NE 8th Street (West) exit toward Bellevue Square. Stay to the right

and turn right onto 110th Ave NE. The hotel is on the corner of NE 8th and 110th Ave NE. There is ample free, covered parking in the Bellevue Downtown Courtyard Marriott building. The banquet is in the Ballroom on the main floor. We are the exclusive event at the hotel that night.

Dinners & Souvenir

Yes, we'll have another commemorative glass. The dinner choices include grilled salmon with lemon caper sauce, flat-iron steak with Maytag blue fonduta and for the vegetarian option it is the eggplant parmesan on a bed of wilted greens. All the meals include a mixed greens salad with green apples, feta and toasted walnuts. Along with each entrée is a vegetable and potato/rice, dinner rolls

with butter, dessert, and coffee service. Alcoholic beverages, including wine, are available at the no-host bar.

Registration

To register for this event, go to the Club website www.bmwpugetsound.com and you will be directed to Motorsports Reg.com to register. If you prefer sending in a check, please see the Club website for a downloadable form.

Dinner Prices

\$49 per person

Postmarked by 12/31/09

\$59 per person

Postmarked 12/31/09 to 1/22/2010

\$69 per person

Registered 1/23/10 to 1/29/10

Despite the very reasonable price, this is not a buffet.

This is for table service. I've accounted for everyone's comfort and this year we have a limit on attendance of 240.

Thinking of Staying the Night?

We've secured a discounted nightly rate of \$85 plus \$10 for overnight parking (and applicable taxes). This rate has been secured for Friday 2/5/10 and Saturday 2/6/10. To make the reservation for this discounted price please call 1-800-716-5874 and reference: BMW Car Club Room Block. Five rooms have been blocked for Friday and ten for Saturday. If the block is full, the hotel has graciously agreed to extend the rate pending hotel availability. Please make the reservation by 1/20/10.

Continued on page 4

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ON THE COVER

This month's cover shows Club member Steve Larimer's 745Li, on the way to Bimmerfest in Santa Barbara California, passing right under a small airplane just outside of Williams, California. To see more photos of the Bimmerfest trip, turn to the story and photos on starting on page ten.

Photo by Jason Tang.

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2010 Banquet *Continued from page 3*

Dress Code

You don't need to wear a suit and tie, so business casual is your ticket in the door. Come, have fun, socialize with other members but please, no jeans or athletic shoes. Mostly we just want everyone to be comfortable. And be there! Ladies there is nothing stopping you from dressing up, so if you have a special outfit please wear it!

Other Clubs and SIG

We're extending a special invitation to the members of the BMW Clubs in Portland, Spokane and Vancouver, B.C., as well as the Porsche club. We encourage the various Clubs and Special Interest Groups to attend. Get together a group of ten and you will have a whole table for the evening. Please designate a person to save the table for you, as this year we're making it first come first serve for the best seats in the house.

Banquet Auction Beneficiary

This year's beneficiary is Rise n' Shine and more information about their organization can be found on their website. Go to www.risenshine.org. All proceeds from the silent and live auction will go to the Club's donation to Rise n' Shine. We encourage you to donate car and non-car related items that appeal to many. Thank you for your support of this worthy cause.



Donations and an Opportunity for an Advertising Plug

If you have items to donate, contact Jennifer Venter at jennifer@venter.us or via phone at 917-689-9617. If you donate an item before November 23, 2009 you will be listed as a donor in the January issue of *Zündfolge*.

Raffle Auction

This year we've gone back to the traditional format of the silent auction, so the only way to get in on the action for the first table is to be there before it closes. Depending on the amount of items we'll have two to three tables. The action for the live auction will keep the room lively. The check-out process for the winners will be opened approximately twenty minutes post the live auction. Keep in mind those checking out during this time will miss the speaker.

Volunteer Opportunity

Do you want to help with this event? Give me a call and we'll find a job that will interest you. Contact de-Anna Martin at 206-274-5274 or deMartin@pc-resource.com.

A Final Word

Come prepared to hover over those tables while you mingle with your friends and gear up for that always popular live auction. Register now and set the date aside. We're going to have a great time.

The final deadline for all registrations is receipt by January 30, 2010. We cannot accommodate walk-ins or registration during the last week before the event. If you have questions, please contact de-Anna Martin at deMartin@pc-resource.com or 206-274-5274.

de-Anna Martin

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Banquet Speaker: Detlef Schrempf

GERMAN-BORN DETLEF SCHREMPF spent most of his basketball career in Washington State. He moved to the U.S. during his senior year of high school, attending Centralia High School. He led the Centralia Tigers to the state title in 1981. He played his college basketball at the University of Washington where he was on the All-Pac-10 Team. He majored in international business. He also was a Club member while in college, driving an E21 320i!

Detlef was drafted eighth overall by the Dallas Mavericks in the 1985 draft. His next NBA stop was the Indianapolis Pacers where he won NBA Sixth Man Awards in 1990 and 1991.

After playing with the Mavericks and the Indiana Pacers, Detlef made his way back to the Pacific Northwest and became a member of the Seattle Sonics in November 1993. He played six seasons in Seattle, including the exciting NBA playoffs in 1995-1996. The Sonics lost in the NBA Finals to Michael Jordan's Chicago Bulls, but pushed the Bulls to six games. For the 1999-2001 seasons, Detlef played with the Portland Trail Blazers.

After a remarkable sixteen-year career in the NBA, including being named a three-time All-Star, Detlef retired from playing basketball in June 2001. Along the way, he also played for the German national team in the European championships and the Olympic Games.



For two seasons, Detlef was an assistant coach for the Seattle Sonics. He is currently in wealth management with Coldstream Capital Management, Inc. in Bellevue, Washington.

Detlef and his wife Mari formed the Detlef Schrempf Foundation in 1996 as a result of their belief in the value of a solid family life, and the desire to give back to a community that had given them so much. The foundation is committed to supporting organizations that provide hope, care and assistance for northwest children and their families.

To date, the Detlef Schrempf Foundation has raised over \$8 million for northwest children's charities.

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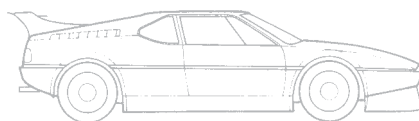
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MOTOR SPORTS



I mentioned in last month's column that the track season has ended. Here are a few more reflections . . .

WE HAD FOUR TRACK DAYS and every one of them had beautiful weather. We must be living right. Driving in the rain teaches one a lot but it is much more comfortable to have a day in the sunshine. And for the whole season, we had no wrecked cars. That makes us all very happy.

Attendance at the events this year was generally good with one exception. The April and May events were held on Thursdays and drew forty-nine and fifty-two participants respectively for the High Performance Driving Schools. The July date was a Friday and we again had fifty-two participants for the HPDS. In all three cases the Car Control Clinics were fully subscribed with twenty students.

The September event was on a Sunday, our only weekend date. The

CCC was expanded to three lines and thirty students and we filled it. But the HPDS had sixty spaces available and we had only twenty-eight of those slots taken. As a result, we took a hit financially. For the overall season, we were about at breakeven.

I'm not sure why the Sunday event wasn't more popular. Maybe Sunday is a family day. I thought it would be popular because people didn't have to take a day off work. Maybe it was the price of \$350 (the Thursdays were \$225 and the Friday was \$250). If you chose not to join us on Sunday, I'd love to hear from you. It will help us with future planning.

That \$350 entry fee wasn't an attempt to make a lot of money. Our approach is one of cost-based pricing. We add up all the event costs, add a 15% cushion in case we don't sell out and for unexpected costs and then divide by the number of participants we can safely accommodate. And that's what we charge.

If you chose not to join us on Sunday, I'd love to hear from you. It will help us with future planning.

What might be interesting for many of you is what these events cost. Most of the costs are items required by the track or by national to meet the minimum standards for this type of event.

The biggest cost by far is track rental. Pacific Raceway charged us \$4,200 for each of our Thursday dates, \$5,200 for our Friday and \$10,400 for the Sunday. We pay an additional \$750 for the use of the paved area where the CCC is held. We pay \$1,000 for two EMTs and an ambulance to stand by. The corner workers are also \$1,000 for the day (donated to Children's Hospital). Insurance for the event is \$1,450 per day. Minor costs include security, portable toilets, the track sweeper, the water truck for the skid pad and a wrecker. These add up to another \$1,100 or so. Lunches are \$12.65 per person and we must use the track caterer. Vinyl for car numbers and other supplies typically run another \$500.

Add this all up and you get a big number! Particularly on weekends. In fact, the all-inclusive cost is between \$1,800 and \$2,300 per hour! That's why we don't waste time at these events.

And while the track events are expensive, there are not a lot of alternatives. Pacific Raceway is the only viable road racing course in our area. And if we don't want the dates, there are plenty of other organizations who do. In fact, Pacific is busy almost every day year round.

When it comes right down to it, the only way we can keep the event costs this low is because we have volunteer instructors. And they do a terrific job. Perhaps we should just be grateful we can participate in this sport at all. Happy holidays everyone!

David Lightfoot
Driving Events Coordinator
d.lightfoot@comcast.net

CONGRATULATIONS!

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- **Andrew Caddell** - 1 win, 1 pole and new track records at Portland International Raceway.

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SPEED GUARANTEE

BMW Seattle Open House and Car Show Meeting

ON OCTOBER 4, BMW Seattle had an open house at their brand new facility specifically for our Club. General Manager Steve Bates and crew provided a warm welcome to more than fifty Club members providing lunch in their new meeting room. The Club will be utilizing this room for some future Club board meetings.

Steve discussed the attributes of their new state of the art and built to BMW spec facility as well as the design concepts and details. The new building was built utilizing the super environmentally friendly LEED concept. Details of the LEED concept can be found on display in the new sales showroom.

Steve then took us on a tour of their new service facility showing off the BMW spec work shop. Clinker tile floor, computers in every stall with TIS access, every BMW tool and specified piece of equipment in place perfectly matching. Certainly the work shop of our dreams. We then toured

the new car show room, client advisors quarters, and the all indoors new and certified pre-owned show room down stairs.

Several Club members displayed their special, unique or super cool BMW in the work shop. These BMW's will be taken into consideration to be on display at their grand opening on November 5.

BMW Seattle will provide the "chosen ones" with a complete detail from their new detail service center as well as a display board highlighting the special aspects of the displayed vehicle. There will be a contest and prizes awarded for best of show and other categories.

Many thanks to the crew at BMW Seattle for opening the doors on Sunday for our Club and putting on such a great event. Mark your calendars for November 5 for the "official grand opening" as BMW Seattle is throwing a grand party.

Jeff Butler, Tech Events Coordinator





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Bimmerfest

Santa Barbara Polo & Racquet Club • Carpinteria, California • Saturday, May 2, 2009

ONCE AGAIN, a small group of us from the Puget Sound area were part of one of the largest BMW enthusiast gatherings in North America. This year there were more than 2,000 cars and over 6,000 people at the event. For the first time, Bimmerfest was held at the Santa Barbara Polo & Racquet Club in Carpinteria.

Participant's cars were displayed on the beautifully manicured lawn. Dozens of vendors and thousands of enthusiasts participated in this giant gathering.

Our trip began in Bellevue where we headed down the freeway for Grants Pass before taking Highway 199 to the northern California coastal town of Crescent City. From there we continued to Eureka, stopping for dinner at the historic Samoa Cookhouse. We settled in for the night at Fortuna.

The next day we left Fortuna for Red Bluff following the very twisty and mountainous Highway 36. From Red Bluff we drove on to Williams where



Photo by Jason Tang.

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we stopped for lunch. After lunch we headed for Clearlake and Calistoga. On the way, just outside of Williams, we passed under a low flying small aircraft. Quick-thinking Jason Tang grabbed the cover photo for this *Zündfolge*.

We reached Pleasanton, our destination for the night, in time to enjoy a large dinner gathering organized by our friend Keith Keller of the Bay Bimmerz. The Bay Bimmerz is a large independent group of BMW enthusiasts based in the San Francisco Bay area.

On our third day, we joined the Bay Bimmerz caravan of more than 200 cars heading down the highway toward Santa Barbara. It's quite a sight seeing that many BMWs for over a mile, even on the big California highway. Most of the large group remained quite well behaved considering the temptations. Keith really does a great job keeping everything well organized.

Unlike previous years, we left the big group early, letting them take Highway 101 while we took the Pacific Coast Highway. We got into Santa Barbara by the early afternoon. Early enough to enjoy the beautiful city before meeting the big group for dinner at a popular spot.

The next day was the big event. Lots of people and cars, and perfect weather. This was the best venue for this event ever. We milled around through the crowd looking at many interesting BMWs and meeting plenty of interesting people. BMW NA brought out a couple of new Z4s, billing this as the

West Coast introduction of the car. From the grandstand we could take in a view of the whole event as well as a polo match that was going on behind the grandstand. A great time was had by all. Please see the pictures by Jason Tang on the following pages.

We went our separate ways for the trip home. I joined the Bay Bimmerz caravan up the Pacific Coast Highway, staying in the Bay Area for a couple of nights and ducking a big rain storm that hit up north, before heading straight home.

For more Bimmerfest information, visit www.bimmerfest.com. Next year's event will be at the same great venue on May 1, 2010.

Steve Larimer



Photos by Jason Tang.



Photos by Jason Tang.



WEEKEND WASHER: A Professional's Guide to Hobby Detailing

Windows: the one thing you want clean every single day.

THE INSIDE OF YOUR CAR'S WINDOWS lead a hard life. When your car is new, vapors from the new interior pieces collect on the glass in an oily film. This soon discolors the glass and decreases your viewing distance. As the vehicle ages, there is still a little bit of the off-gassing. Other causes of the film are fingerprints, dog noses, kid slobber, old window cleaning products and residue transferred to the window from wiping down other areas of the car.

Cleaning this stuff off the inside of windows was a hot topic recently on the local BMW CCA forum. There were a lot of good suggestions.

I thought I would describe my process, and what I use.

I have read about and tried a lot of different ways to clean windows. What I do now is a mixture of things learned from Dennis Noland and Bud Abraham. Dennis has been a local detailer for over forty years, and currently teaches the detailing class at Renton Technical College. Bud is owner of Details Plus and member of the board of directors of the International Detailers Association. Both men have a similar style, but use different products. I've combined their recommendations into my method for cleaning windows.

So what do I do first? Well I put rubber surgical gloves on. The gloves keep

any oils from my hands from transferring to the glass. I also recommend wearing a long sleeve shirt when doing interior windows. The gloves also keep the window cleaner off my skin. Some window cleaners are more aggressive than others. What I use is not that aggressive, but it's better to be safe than sorry.

The second thing I do is check to see if the windows have an aftermarket tint installed. If they are, you will need to use much less pressure and softer towels. The tint film is susceptible to marring from overly harsh chemicals and towels.

The third thing I do is pull out my two types of towels. The first towel is a standard tufted microfiber towel. I'll

use this to apply the window cleaner. The second towel is my actual window-cleaning towel. It's a special type of woven towel with no tufting. One side has a sheen, while the other side is more matte. It has a bit of a stretch to it. They are available at Griot's and DetailersDomain.com.

The fourth thing I do is mix my window cleaning material. I use Optimum No Rinse. It is a rinseless car wash I have mentioned in the past. It makes an excellent, safe window cleaner that works well on both tinted windows and standard interior glass. I mix one ounce of ONR to six ounces of water.

I have a couple of other products I like for most windows, even those with quality

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aftermarket tint. Meguir's makes a window cleaner concentrate; Griot's also has an excellent window cleaner. Detailers Domain sells a fantastic window cleaner made by Lusso, as well as Optimum No Rinse. While the three of those are great and very good products, I achieve the same results with Optimum No Rinse.

I then apply the window cleaner directly to the tufted towel. I do not soak the towel, but just enough to moisten the window that I am going to clean. If either towel gets too wet you will have a difficult time in removing the

One of the keys to clean windows is to keep drying the window after it looks dry.

excess moisture. This will make it difficult make the windows streak-free.

The fifth step is to wipe the cleaner on the window with the tufted towel. After this I methodically wipe the window three times. The first time is around the edges, with my fingers pressed into the edge. Then I clean back and forth across the window horizontally. The second time, it's around the edges again, fol-

lowed by a vertical cleaning across the window. The third time I again clean the edges with my fingers pressed into the edge, followed by one more horizontal cleaning.

The sixth step is drying the window with the woven towel in the same pattern as I used the cleaning towel. One of the keys to clean windows is to keep drying the window after it looks dry. This is the time that you are

cleaning off the last bits of that oily residue. Streaking can result from not thoroughly drying the window with the woven towel, or using a woven towel that is too damp. The extra time you spend doing these steps will insure a streak-free window.

I hope this helps. If you have an article you would like me to write, or a question you would like answered, do not hesitate to ask. Email me at 3lgautodetail@gmail.com.

Aaron Kimpton
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Story and photograph by Jack Healy.

1973 3.0 CS (The Coupe)

I FELL IN LOVE WITH the 3.0 CS coupe at a BMW CCA event in 2004. I believe it was a gathering of 2002s where a fellow BMW enthusiast brought his E9. I love the lines of these cars; my wife, an artist, commented, "That car is art on wheels!" They truly are. Personally, I think these cars are among the three most beautiful cars BMW ever made.

In 2005 I saw an ad for what was to be my coupe on www.e9coupe.com. I loved the "Nacht Blau" paint color (a deep blue), plus the car was in

near- perfect condition (it had won the Concours d'Elegance in 2004).

Unlike Izzy, my modified 2002, I really wanted just a stock E9. This car fit the bill—right down to the original Zenith carbs and four-speed transmission (usually these cars are converted to Weber carburetors and a more modern five-speed). It was located in Vancouver, Canada, but importing the car back into the US was fairly simple.

Even though I don't need to, I really baby this car. The longest drive so far was from its original home in Vancouver to our home here in Langley on Whidbey Island. If it's not raining, it sees occasional duty on errands locally and the occasional Saturday "European Sports Car Club" gathering in Freeland just up the road.

Even bone stock, the Coupe gets a lot of attention. I feel that I am a steward for the car and hope to keep it in the family for a long time. I know my son

appreciates it, so someday he may end up owning the coupe. If he has a son, well, you get the picture.

I've been tempted to change the "bus-sized steering wheel" but if this is what BMW decided was appropriate for the car, who am I to think differently? I'll leave the mods to Izzy.

I know that my vintage BMW collection will continue to grow. Right now I'm looking for an Isetta (how can you have a BMW collection without one of these; not to mention they take up very little garage space).

When the economy turns around, I hope to find a 3.0 CSL (the lightweight version of the coupe—sometimes called the "Batmobile"). If money were no object, I would have a late-50's BMW 503 Cabrio in my garage ... some day.

Story by Jack Healy—Note that the "Izzy" Jack mentioned in this article is his modded 2002 featured in the July 2009 Ziindfolge. You can see and read more of Jack's documented adventures at www.FlyingRubberRacing.com. Contact Jack by email at Jack@SinksOnline.com.



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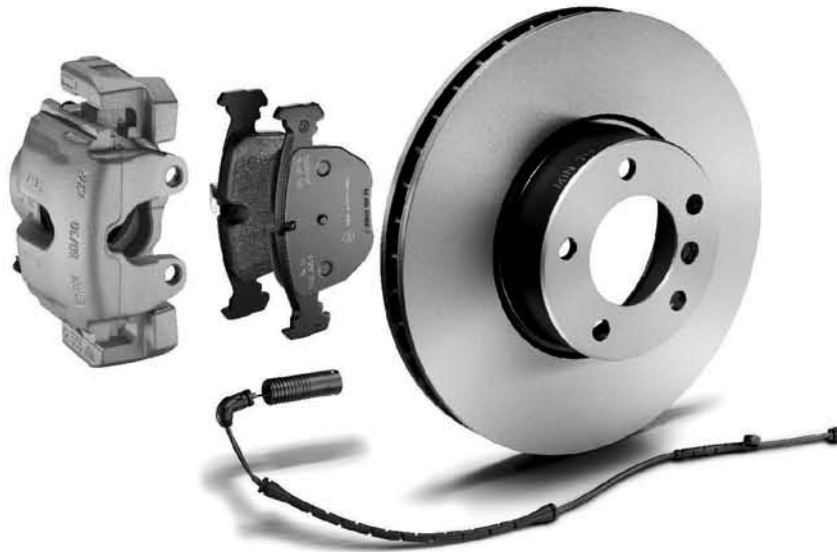


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Mountain Twisties Tour Recap

THIRTY-FOUR BMWs, one Porsche, one Mitsubishi Evo, and fifty-two Club members gathered on a crisp Fall morning for the Mountain Twisties Tour. The low clouds covering Issaquah soon gave way to filtered sunshine as we traveled south. It turned out to be the perfect

kind of morning for a drive, with fog hanging in the valleys and the colors of October just starting to show on the many maple trees along the route.

We traveled over Chinook Pass, stopped in Packwood for a short break, then on to Randle and the roads that

we got up early for. Forest Road 25 has taken a beating over the past few winters and continues to be a challenge. The massive bumps, cracks, and gravel only served to test the reaction times of those who press on, at the same time keeping crowds to a minimum. Taking Forest Road 99 up to Windy Ridge, we enjoyed much smoother pavement, and mile after mile of second and third gear corners, the lush forest slowly giving way to blast zone starkness as we approached the volcano. Arriving at the Windy Ridge viewpoint, it was hard to believe that it had been almost thirty years since the eruption.

The near-freezing temperatures put a slight damper on what was supposed to be a 'picnic,' and after grabbing a very quick bite under darkening skies, we went our separate ways home. Thanks to all who joined us!

*Scott Hieronymus,
Tour Coordinator*



Photo by Carl Frisk.



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The PRO3 Line

Another Banner Season for PRO3!

AND JUST LIKE THAT, the 2009 ICSCC championship points season has come to an end. Since my last PRO3 article, we have completed the final four Conference races of the sprint season including a double race weekend in Mission, BC, the Doernbecher Dash in Portland, and the final event here in Seattle. The points battle was at full tilt for these final races with Michael Olsen and Caelin Gabriel in a tight battle for first; Michael Shulman had all but secured third place, and David Beagle and Dan Rogers were closely battling for fourth. Mission saw some great (and not so great) racing with close competition in the PRO3 ranks. Kevin Doyle took first in both races and provided a now infamous in-car video of an incident at turn 3 involving Olsen, Doyle and a stray E36. Let's just say that the Reaper was feeling rather pinball-like that weekend!

The Doernbecher Dash is always a well-attended race in Portland and is arguably the most popular event for Conference racing. This is the annual fundraiser for the Doernbecher Children's Hospital in Portland with activities all weekend geared towards raising money and helping to distract some kids from the realities of serious health afflictions. One such activity is the donation of the passenger seats in many of

the racing sedans. The racers line up at lunchtime each day and sell rides to spectators. Sunday, some of the kids from the hospital are brought out and provided a chance to ride along as well. This is a highpoint of my season personally. There's nothing like watching the kids climb out of your car with a smile permanently ingrained on their faces!

In what has become an annual tradition amongst the PRO3 ranks, the drivers got together and passed the hat to make our own donation for the event. This year, we were joined (again) by our friends in Highlander Motorsports and Retro Racing to help boost the amount of that donation to well over \$3,200! This donation helps defray the costs of the event so that more money raised during the weekend can go straight to the hospital. A big THANK YOU to everyone that donated; it was greatly appreciated and well-received.

Oh yeah; there was racing action too! Caelin Gabriel closed the gap on Michael Olsen by qualifying in Pole position and converting that to a win. Olsen managed to hang onto second with Jeff Van Lierop (starting at the back of the pack) finishing third.

Once again, the PRO3 championship then came down to the final race in Seattle. After factoring in the requisite dropped races (Conference counts the best of ten races), the points lead was switched with Gabriel in the lead by



Photo by Curtis Creager.

Francis Stanbury (L) and Matt Lackey (R) of West Werks presenting Caelin Gabriel with the top prize in the 2009 West Werks Challenge at Pacific Raceways.

three points. A bit of confusion at pregrid led to a rather large debacle in that roughly one-third of the fifty-eight car Group 1 grid was late! That means those drivers started at the back in the order they arrived on grid. Even with twenty-nine PRO3 cars in the mix, there was but one full-course yellow to remove the Strictly BMW from turn 5 driven by Andrew Newell when Newell figured his gear shift lever would be better suited to be relocated to the rear seat area! Stuck in neutral, he was left with no choice but to retire on the first lap.

Kevin Doyle and Caelin Gabriel drove a tight race for first and second respectively with Olsen bringing up third place until the final five minutes when Rick Edwards (Pole) finally caught up after having to start at the

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back of the pack. By this time though, the championship had been decided.

Caelin Gabriel is the 2009 PRO3 Points Champion! A well-earned win from some great racing this year, Caelin—a job well done! To add to this, the West Werks Challenge was decided at Seattle as well with Caelin having accumulated the most points from the three Seattle races and earning \$300 for his efforts.

Some interesting stats came out of this season. PRO3 saw its entries grow from two hundred eleven in 2007 to two hundred forty-three. That's averaging 18.5 entries per race weekend! Toyo Tires virtually doubled its participation as a contingency sponsor contributing over \$9,100 to PRO3 in Toyo Bucks. Our other sponsors contributed \$1,500 each and included Bimmerworld, Speedware Motorsports, and Griot's Garage. All totaled, PRO3 was the beneficiary of over \$13,000 in sponsorship dollars for 2009. That's pretty significant considering it is the largest contribution of outside sponsorship for any single class in ICSCC racing. Special thanks to Lance Richert and his work to secure these benefits for PRO3 racing!

All in all, 2009 was a great season of racing for PRO3. We started with a snow-ending Enduro and capped the season off with a tight points race and bookended the whole deal with a twelve-hour race in Portland. Next season will prove to be just as exciting with a new track being introduced into the Conference schedule—Oregon Raceway Park in Grass Valley.

If you think you would like to try your hand at the wheel of a PRO3 car, whether racing or track days, there are ample opportunities to rent these cars for various events throughout the season.

Thanks for following the series this year! Watch for more action next season!

*Michael Olsen drives
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PSR Club Members to Receive Free 2010 PRO3 Calendar

LOOK IN YOUR MAILBOXES early December for a free BMW PRO3 calendar, compliments of the Puget Sound Region BMW Club and the PRO3 drivers. Enjoy twelve colorful months of BMW PRO3 cars racing at tracks all around the Pacific Northwest.

Additional support has been provided by Bimmerworld, Haury's Lake City Collision, and WestWerks Automotive.

This high quality calendar features PRO3 images shot through the lens of local photographer and Club member Curtis Creager. Curtis followed the PRO3 circus as they raced at tracks in Seattle, Portland, Spokane and Mission BC. Special thanks to Club member Matt Ferbach who designed the calendar. For those that own the 2009 calendar, this one is ten times better! Partial proceeds from the calendar will benefit local pet adoption agency Homeward Pet.

Additional calendars are available for sale for \$12 each. Contact Lance Richert for details at Lance@Richertnet.com.



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BMW GROUP U.S. DIVISION REPORTS SEPTEMBER 2009 SALES

For the first time this year, the BMW Group in the U.S. (BMW and MINI combined) reported an increase in sales compared to the same month last year. In September, sales increased by 3.6 percent to 19,175 units compared to 18,506 vehicles sold in September 2008. The BMW Group also reported a year-to-date sales volume of 179,219 vehicles, down 24.2 percent, compared to 236,327 vehicles sold in the first nine months of last year.

BMW Brand Sales

Sales of BMW brand vehicles increased 2.1 percent in September for a total of 15,047 vehicles compared to 14,744 vehicles reported in the same month a year ago driven by strong passenger car sales. BMW's sports activity vehicles saw a decline compared to last year in part due to limited inventory of the X5 after the better than expected Advanced Diesel X5 model sales volume. Year-to-date, BMW brand sales were down 26.3 percent to 144,223 vehicles compared to 195,633 vehicles sold in the same period of 2008.

"For now, we'll take this first small bit of good news but the premium segment is not out of the woods yet as consumers keep on reacting cautiously to the mixed signals in the economy," said Jim O'Donnell, President of BMW of North America, LLC. "For BMW, we expect the bumpy road to continue into next quarter in advance of 2010, when we see consumer confidence improving and a major launch of new BMW products start to hit the market."

BMW Certified Pre-Owned (CPO)

In September, dealers continued to see good interest in pre-owned vehicles. Sales of BMW's Certified Pre-Owned vehicles increased 4.2 percent, to 8,033 CPO vehicles versus 7,707 vehicles reported in September a year ago. Year-to-date, CPO sales were up 9.6 percent, to 84,515 over the 77,144 reported in the same period of 2008.

MINI Brand Sales

MINI USA reported sales of 4,128 automobiles an increase of 9.7% compared to 3,762 cars reported in the same month a year ago. Year-to-date, MINI USA also reported sales of 34,996 automobiles, a decrease of 14 percent, compared to the 40,694 cars reported in the first nine months of 2008.

"September was another unique 'out of wack' month as many dealers reported fewer shoppers and tire-kickers after the end of the 'Cash for Clunkers' program," said Jim McDowell, Vice President MINI USA.

BMW Press

Sales BMW of North America, LLC, September 2009

	Sept 2009	Sept 2008	%	YTD 2009	YTD 2008	%
BMW brand	15,047	14,744	2.1	144,223	195,633	-26.3
BMW passenger cars	12,403	10,552	17.5	117,173	152,988	-23.4
BMW light trucks (SAVs)	2,644	4,192	-36.9	27,050	42,645	-36.6
MINI brand	4,128	3,762	9.7	34,996	40,694	-14.0
TOTAL Group	19,175	18,506	3.6	179,219	236,327	-24.2



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BMW's For Sale

2007 BMW 328i Coupe: 20,000 miles. Space Gray paint, Dakota black leather interior, heated seats and the premium package. 3.0 litre inline, twenty-four valve DOHC six-cylinder producing 230hp, 6-speed automatic transmission. The car has 5-spoke alloy wheels, run flat tires, bluetooth phone and iPod interface, six airbags, dynamic stability control, electric moonroof, and Xenon adaptive headlights. Because it was purchased as a BMW Certified pre-owned car, it has a BMW factory warranty to 100,000 miles or the year 2012 as well as prepaid maintenance to November 2010. This car routinely delivers about 21mpg in daily commuting driving, and over 30mpg on the highway. CarFax report is available. The car has no issues, and everything is absolutely stock with the exception of the floor mats. The price is \$28,925 and is located in Beaverton, Oregon. Contact Chris Ohland by email at cohland@mac.com.

2001 750il: Anthracite with gray leather interior, 142,000 miles, five-speed automatic with sport shift (recently replaced by dealer). Instrument cluster replaced to fix pixel problem, voice activated navigation has been upgraded to Mark IV DVD maps. Xenon lights, moonroof and many other features including heated/massaging driver and passenger seats, heated/powered rear seat, voice activated telephone, break resistant glass, rain sensor wipers, front and rear proximity sensors and sport package. Asking \$13,000. Contact owner at dale2008@comcast.net or 360-870-7675. (Lacey, WA)

1998 M3 Coupe: Cosmos Black with Black Leather. 63,000 miles. This car deserves a great home. Asking \$12,500 Or Best Offer. BMW Alarm, HK Audio Amp, Alpine head unit with iPod control (original BMW head unit controls CD Changer), original BMW locking alarm, Full 3M Stone guard bra, Vader electric seats, sunroof, trip computer works, rubber mats, etc. All original engine, no mods. Meticulous maintenance. Synth oil only (BMW, Valvoline or Mobil 1), Red Line drive train only, BMW coolant only every 2 years. Bentley guide as well as some spares included. Contact Jorge Rodriguez at 503-490-3669 or JorgeR_1@yahoo.com. Pictures available upon request. Will ONLY DEAL LOCALLY and IN PERSON. All out of country inquiries will be ignored. Payment Terms: Will accept Cash in person deposited in my bank account, cashier's checks from a local bank. All checks require thirty day for bank clearance.

CLASSIFIED MARKETPLACE

1996 Z3 Roadster: Silver/black Leather. Loaded. Like new condition with 111,000 miles (8,500 per year). Near new tires and brakes. The 1.9 liter motor gets 29 MPG city and 34 MPG highway. Serviced at Eastside Bavarian. Current NADA value is \$8,900. May trade for nice E36 or E46 four door or wagon in trade. Please call 206-230-0203 work or send an email to starke@nwinsctr-mi.com.

1986 635csi: Tan with tan leather, sunroof, five-speed. \$2,500. Contact Harold at 360-886-7038 or hhutch1234@yahoo.com.

1974 3.0CS: Excellent condition. Second owner (since 1985); 75,000 miles. Sienna brown/tan interior, 4 speed, sun roof, air. Clean history, service records, references with twenty year mechanic. Asking \$21,000. Send email to hsw@shworldwide.com. Vin# 4310329. Photos available by email.

1969 1600: Two door, blue, needs body work. Restored engine, rebuilt transmission. Make offer. Call Jack at 253-841-2919 or send email to jpmarilyn@juno.com.

Parts For Sale

Track Tires & Wheels: M3 1995 Motorsport wheels, powder coated black centers. Proxes RA1s with 80% thread. Will fit any E36 M3. Excellent track response as equal sized tires results in less under-steer. \$950. Please call Jorge Rodriguez at 503-490-3669 or send an email to JorgeR_1@yahoo.com. PDX, OR. Pictures available upon request. Will ONLY DEAL LOCALLY and IN PERSON. All out of country inquiries will be ignored. Payment Terms: Will accept cash in person deposited in my bank account, cashier's check from a local bank. All checks require thirty day for bank clearance.

E30 3 Series Wheels: Four BMW 15 x 7 wheels (Euroweave) made by BBS. Four bolt pattern to fit E30 3 series cars. ET-24 offset. Like new condition. BMW p/n 36-11-1-179-066. No tires or center caps included. \$1,200. Please call 541-484-1781 or email jkwcpamp29@aol.com.

1958 BMW Isetta Parts: rear bumper, rear splash guards, three dozen nuts/bolts and misc. small pieces. \$100 for all. Please contact Milo at 360-321-3701.

E39 M5 Style Wheels: Four 18x8.5 M5 style wheels with Pirelli tires mounted. Wheels look very nice with only minor curb rash; however, tires only have enough tread to get you to the tire store. Also have centering hubs for use with other vehicles. \$1,000. Contact Dale at 360-870-7675 or dale2008@comcast.net. (Lacey, WA)

Exhaust: Stock Exhaust System for 2009 328i. Catalytic back. Used only 2,000 miles. Perfect condition. All reasonable offers considered. Call Tim Nair at 425-891-8668 or email tim.nair@verizon.net.

Mastertow Tow Dolley: with straps and extra car mounted lights. \$350. Please call Harold at 360-886-7038 or send email to hhutch1234@yahoo.com.

Miscellaneous

Puget Sound Region Club logo merchandise for sale: You can find the BMW CCA Puget Sound Region logo embroidered on a variety of clothing, bags, and sports gear at www.bmwpugetsound.webstore.us.com. There are also a limited amount of long sleeve and short sleeve white T-shirts with the silk screened logo available through Lynne Eskil. Just a handful of grey sweatshirts are also available. We have sold out of size large in all sizes. Please contact Lynne at lynne.d.eskil@boeing.com for details and pricing information.

DEADLINES

November 23: January Issue
January 5: February Issue
February 2: March Issue

Classified Advertising Policy: Classified ads are free to current members. *Zündfolge* staff reserves the right to edit all classified ads. All ads must be typed and emailed to Lucetta Lightfoot at lucettalightfoot@msn.com or sent to *Zündfolge*, c/o Lucetta Lightfoot, P.O.Box 99391, Seattle, WA 98139. **All ads must be submitted for EACH publication.**

BMW Car Club of America Puget Sound Region Club Discount List

Discounts can be one of the most valuable benefits of membership, as most members save many times their annual Club membership fee. You must let any participating business know that you are going to use your Club discount when first talking to them and be prepared to show your BMW CCA membership card. This will help them in preparing the paperwork and save you the possibility of having your discount denied. Do not negotiate your own discount and then expect the business to add the Club discount in as well. Some of the participating businesses may be part of a chain operation. The discount is only good at the location listed below.

3LG: 3 Layers of Gloss Auto Detail

15% off all services.
425-301-0790
Website: <http://www.3lgautodetail.com/>
Email: 3lgautodetail@gmail.com

Auburn Foreign and Domestic, Inc.

10% discount on both parts and labor,
maximum discount of \$50.
725 Auburn Way N, Auburn WA
253-833-8161 or toll-free 1-877-833-8161
Website: www.auburnforeigncar.com

Autobahn Custom Detail, LLC

10% discount on all services (no dollar limit).
2150 Carillon Point, Kirkland, WA
425-828-7190
Website: www.autobahndetail.com

Bavarian Motor Sports LLC

DBA Boyd Motor Werks
Exclusively BMW for 28 years.
10% discount on all parts,
10% discount on labor subject
to a maximum discount of \$250.
224 NE 18th St, Portland, OR 97232
503-232-1877
Website: www.boydmotorwerks.com
Email: gary@boydmotorwerks.com

Big O Tires (Issaquah Store only)

10% discount on labor only.
60 NW Gilman Blvd, Issaquah, WA 98027
425-391-4161
Website:
<http://www.bigo.com/tireguide.asp?storeid=630>

Bimmers Only Independent Service

10% to 40% on OEM parts.
Free set back of service interval lights.
12724 Marine Drive, Marysville, WA 98271
425-259-3601
Website: www.nwlink.com/~bmrfamily/
Email: bmrfamily@nwlink.com

BMW of Bellevue

15% on parts and 10% on labor.
13617 Northup Way NE, Bellevue, WA 98005
Parts: 425-643-1976 Service: 877-411-6940
Website: www.bmwbellevue.com

BMW Northwest

10% on parts.
4011 20th St E, Tacoma, WA 98424
253-922-8700 or 800-225-2022
Website: www.bmwnorthwest.com
Email: info@bmwnorthwest.com

BMW Seattle

10% on labor and factory original parts,
10% on selected accessories.
Varying discounts on non-BMW parts and
accessories, including Dinan items.
(These discounts cannot be combined
with other discounts)
714 E. Pike St, Seattle, WA 98122
Service: 206-328-2300, Parts: 206-328-7788
Website: www.bmwseattle.com
Email: stravis@lithia.com

CARQUEST Auto Parts

Ask for the BMW Motorsports Account 020054
discount with current BMW CCA membership
card shown prior to parts ordered.
1407 132nd NE, Bellevue, WA. 98005
425-454-7936

Car Tender

10% discount on parts and labor, subject
to a maximum discount of \$150.
1706 - 12th Ave, Seattle, WA 98122
206-324-0345
Website: www.car-tender.com
Email: steve@car-tender.com

Collision Craft, Ltd. (Eastside)

15% discount on deductible.
9125 Willows Rd, Redmond, WA
425-883-8556

Dependable Wheel Repair

10% discount on most services, maximum
discount of \$25. Includes wheel straightening,
welds, and some cosmetic work.
415 S 7th St., Renton, WA
425-226-8711
Website: www.DependableWheel.com
Email: WheelRepair@gmail.com

Eastside Bavarian

10% on labor subject to a maximum discount of \$50.
6000 221st Pl, Issaquah, WA 98027
425-391-1990
Website: www.eastsidebavarian.com
Email: dave@eastsidebavarian.com

EuroCar Service

10% discount on parts and labor, subject
to a maximum discount of \$75.
5821 Roosevelt Way NE, Seattle, WA 98105
206-527-8828
Website: www.eurocarservice.com
Email: info@eurocarservice.com

This Discount List is maintained by Jim Millet. If you would like your business included, or have questions, corrections or comments, please call Jim at 206-542-5237. E-mail: jimngloriamillet@comcast.net. Revised 4/3/2009.

European Auto Clinic, LLC.

10% off of parts and labor up to \$100,
with Club ID card shown prior to work
being done or parts ordered, no exceptions.
32610 Pacific Hwy S. #B-8, Federal Way, WA 98003
253-874-3870

German Car Specialists Inc.

15% on parts.
12408 SE 38th, Bellevue, WA 98006
425-644-7770
Website: www.germanauto.com

Haury's Lake City Collision

5% discount on collision repair services
subject to a maximum discount of \$250.
We cannot offer discounts for insurance deductibles.
11514 Lake City Way NE, Seattle, WA 98125
206-365-1565, Fax 206-367-8140
Website: <http://www.hauryscollision.com/>
Email: jeff@hauryscollision.com

Northwest Insurance Center

Insurance carrier offers 10% discount on selected
collector car policies for BMW CCA members.
PO Box 1310, Mercer Island, WA 98040-1310.
Starke Shelby, 206-230-0203
Email: starke@nwinctsr-mi.com

Olympic Automotive

10% on labor and parts.
All repairs over \$200 qualify for free oil change
including synthetic and diesel.
Certified BMW Tech. Shop rate \$75 per hour.
13432 Mukilteo Speedway, Lynnwood, WA 98087
Service: 425-742-1355
Website: www.olympicautomotive.com
E-mail: olympicautomotive@verizon.net

Strictly BMW Independent Service

10% on everything subject to a
maximum discount of \$35.
Oil changes excluded.
2111 140th Ave NE, Bellevue, WA
425-747-6044
Website: www.strictlybmw.com
Email: service@strictlybmw.com

SWERVE Driver Training

SWERVE offers the Reality Check, a crash
course in collision avoidance. Club member
price is \$149 (regular price is \$199). The
Reality Check is a four-hour program designed
to improve the skills of young drivers.
425-883-9434
Website: www.goswerve.com/program-the-reality-check

Woodinville Sports Cars

10% discount for parts and labor to Club
members up to a total of \$25 per visit.
In order to claim your 10% discount, show
your current Club membership card at time
of service. Oil changes excluded.
425-402-7878
Website: www.woodinvilleportscars.com
Email: service@woodinvilleportscars.com



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