



# Zündfolge

March 2012



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## Boilerplate

This magazine is the monthly publication of the BMW CCA, Puget Sound Region, and remains its property. All information furnished herein is provided by the membership for members only. Ideas, suggestions and opinions, technical or otherwise, are those of the authors, without authentication by or liability to the editors or the Club. The editor reserves the right to edit all material submitted for publication.

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# KALENDER

### February 23

**Board Meeting:** starting time is 6:30 p.m. All members are welcome. Contact the Club President to RSVP. Board Meeting will be at BMW Seattle.

### February 28

**Deadline for the April 2012 Zündfolge issue:** All submissions must be received by this date. They may be sent to the *Zündfolge* Editor at [lucettalightfoot@msn.com](mailto:lucettalightfoot@msn.com).

### March 17

**Autocross with Porsche Club:** For registration information please go to [www.bmwpugetsound.com](http://www.bmwpugetsound.com).

### March 24

**Vintage Racing Motors Meeting:** Come see, hear and smell some of the world's greatest racecars at this Redmond institution. The meeting is from 10 a.m. until noon. Coffee and refreshments will be provided. See article in this *Zündfolge* issue. RSVP appreciated to David Lightfoot at [d.lightfoot@comcast.net](mailto:d.lightfoot@comcast.net).

### Spring 2012

**Beer Tasting:** What's your favorite taproom? Contact Club President, Michelle Miller for details.

### March 27

**Deadline for the May 2012 Zündfolge issue:** All submissions must be received by this date. They may be sent to the *Zündfolge* Editor at [lucettalightfoot@msn.com](mailto:lucettalightfoot@msn.com).

### March 29

**Board Meeting:** location to be announced; all members are welcome to attend Club board meetings.

### April 14

#### Autocross with Porsche Club:

For registration information please visit [www.bmwpugetsound.com](http://www.bmwpugetsound.com).

### April 26

**Board Meeting:** starting time is 6:30 p.m. All members are welcome to attend. Contact the Club President to RSVP. Board Meeting location to be announced.

### May 1

**Deadline for the June 2012 Zündfolge issue:** All submissions must be received by this date. They may be sent to the *Zündfolge* Editor at [lucettalightfoot@msn.com](mailto:lucettalightfoot@msn.com).

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# Vintage Racing Motors

March 24

ON MARCH 24, Saturday, our Club chapter will be visiting Vintage Racing Motors—one of the best vintage auto racing shops in the country. Long-time Club member Byron Sanborn runs the shop and will show us around.

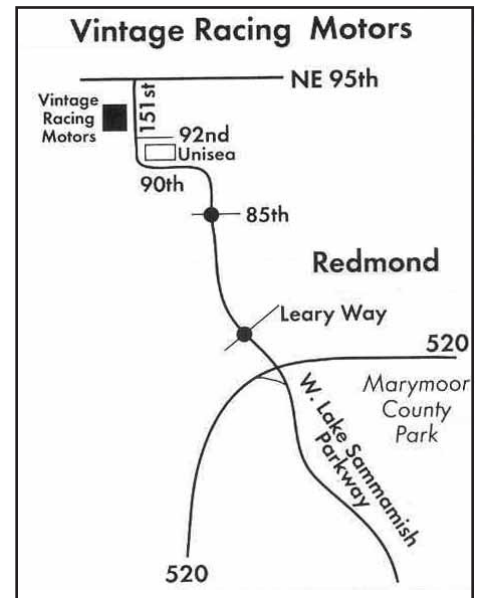
It's been four years since our last visit and while the shop hasn't changed much, the cars have. There is always something interesting to see, whether it's the customer cars or their own.

When I dropped by recently, Byron showed me a Jaguar C-Type, a vintage Aston Martin, a beautiful Elva and a Bugatti that is just drop-dead gorgeous—just another day at the office for the VRM guys.

Byron will have a few BMWs on hand for us. You may see the ex-Vasek Polak Batmobile, Byron's perfectly restored 2002 Factory Turbo, a 700CS race car, a BMW-engined Elva or two and who knows what else. There is also the chance for the odd Formula 1 car or Can-Am monster. Byron will give us a history of each car and some amusing stories. You will want to be there.

The Club will provide coffee and light breakfast snacks. Bring your camera. The meeting is open to Club members and their guests. There is no charge but please RSVP to me so I have an idea how many to plan for. VRM is located at 9255 151st Ave NE, Redmond. The event is from 10 until noon.

*David Lightfoot, d.lightfoot@comcast.net*



**Jaguar at Vintage Racing Motors.**



**Bugatti at Vintage Racing Motors.**



**A Batmobile at the 2011 Club Concours.**



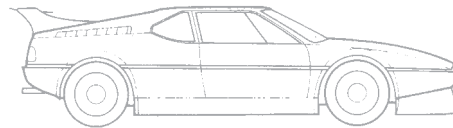
**ON THE COVER:** This month's cover features the ///M, the most powerful letter in the world. Taken at the BMW M Power Experience in Spain on November 3, 2011. To see more photos and to read about this experience see pages eight to eleven.

Photo by Jason Tang.

Photos by David Lightfoot.



# MOTOR SPORTS



WELL THE TIME HAS FINALLY COME to crawl out from the depths of winter and the offseason. Track Days are here again! Yes, our chapter's track season begins in April.

For those of you who have never been to a track event, here is a primer: Our track program has two types of events. The first is the Car Control Clinic (CCC). This is something every driver should do whether they plan to come to the racetrack or not. The second is the High Performance Driving School (HPDS).

The CCC is held on a large piece of flat asphalt. Our extremely talented instructors lead the students through a series of drill stations. These are cumulative. We start with a slalom, which is driving through a row of cones, alternately passing cones on the left and right. Sounds easy but then we put someone with a flag at the end of the row to signal to you, so you have to be watching them while you slalom the cones.

We do a couple of braking exercises. One is a simulation of an emergency situation in a straight line. You get to use the ABS (Anti-lock Braking System), something most people have never done. You won't believe how fast your BMW can stop. Then you'll get to do another emergency braking drill on a curve. Here you'll learn why we say ABS really means "the Ability to Brake and Steer." At the same time. Yep, full-on emergency braking while steering around a curve. A variation on this theme is the collision avoidance drill where you'll have to react to a signal, brake and swerve to avoid a collision.

Another fun exercise is the skid pad (see photo on page five). We get a water truck and wet down a big patch of the asphalt. Then you'll get the chance to slide and spin your car all over the place. It's fun because you can't hit anything. You will learn what understeer and oversteer are. The next time it rains or

snows, you'll be much more comfortable in a low-traction situation.

The final drill is a small autocross. This is a course made of cones. You'll drive this as quickly as you can use all your newfound skills. It is a great chance to put it all together.

While all this has great street driving applicability, we are also teaching advanced car control and vehicle dynamics. That is why attending a CCC is a prerequisite to attending HPDS, the second step in our chapter track program. At the CCC we'll even give you the opportunity to drive the Pacific Raceways full road racing course, at low speed. You'll get a glimpse of step two and see whether you want to pursue this sport to the next level.

The HPDS takes place on the road course. We start with your instructor taking you for a low speed tour of the track to show you the way around. Then you'll get to drive the course under the

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# 2012 Driving Events Calendar

guidance of an experienced Instructor. Gradually, you'll be able to increase your speed as you become more skilled. You will always have an Instructor in the right seat. It is not racing, but it is on a race track and it is high speed. Or it will be after you build up your skill level. It is a thrill that few people are lucky enough to experience.

During 2012, the chapter has four track days at Pacific Raceway and one event at the new track here in the northwest, The Ridge in Shelton, WA. At each track day, there will be a CCC (except at The Ridge) and a HPDS occurring simultaneously. The CCC happens on the paved pad and the HPDS happens on the racetrack. Our five track days are:

April 13, Friday (Pacific Raceway)  
June 22, Friday (PR)  
August 17, Friday (The Ridge)  
September 14, Friday (PR)  
October 5, Friday (PR)

Registration for all events is online only at [www.MotorsportsReg.com](http://www.MotorsportsReg.com). You will need to set up an account with MotorsportsReg. When you register, make sure it is for the right event because on each of the five dates there will be both a CCC (only at PR events) and HPDS at Pacific Raceways listed on MotorsportsReg.com.

To participate, you must be at least sixteen years old (if less than eighteen years old you will need a parent to sign the waiver, go to the Club's website—

[www.bmwccapugetsound.com](http://www.bmwccapugetsound.com), under Driving Schools and look up waiver forms), a Club member or a member of another club to which we extend reciprocal rights. For the CCC, you will not need a helmet and convertibles are welcome. For the HPDS, you will need a helmet (we have some loaners) with Snell 2005 or 2010 rating and you must be eighteen years old with a valid driver's license. Convertibles are not permitted at HPDS and you will be required to have your car tech inspected. This year only one (1) car tech will be required for the season. Your car must be tech by a qualified ASE certified mechanic.

See the BMW Puget Sound Region web site under Driving schools for the list of mechanics qualified to tech your car and the form.

The cost of the weekday CCCs are \$125 per person. The HPDS are \$225 each and lunch will be provided by the Club. There will be a \$30 discount for any sixteen to seventeen year old students for the Car Control Clinic and \$30 discount coupon for anyone taking the Car Control Clinic for one of the High Performance Driving Schools in 2012. Also, check and see that everything is out of the car, bring water, a full tank of gas and dress for the weather.

See you at the track, sign up early and mark in your calendars the track days.

*Rick Gulstrom*  
Driving Events Coordinator  
[rick@gmsarch.com](mailto:rick@gmsarch.com)



## BMW CCA PSR Events

### April

13 Driving School & Car Control Clinic at PR

### June

22 Driving School & Car Control Clinic at PR

### August

17 Driving School at the Ridge

### September

14 Driving School & Car Control Clinic at PR

### October

5 Driving School & Car Control Clinic at PR

## Other Events Open to CCA Drivers

### March

5 ALFA Skills Day at Bremerton

11 BMW CCBC Car Control Clinic at Pitt Meadows

20 ALFA School at Bremerton

### April

1 BMW CCBC Car control Clinic at Pitt Meadows

7 PCA School at the Ridge

14 PCA Skills Day at Bremerton

14 ALFA School at Pacific Raceways

18 PCA School at Pacific Raceways

### May

6 BMW CCBC Skills Day at Pitt Meadows

7 BMW ACA School at Portland

17 PCA School at Pacific Raceways

26 PCA Women's Skills Day at Bremerton

27 ALFA School at Bremerton

### June

4 BMW ACA School at Portland

8 BSCC Lapping Say at Bremerton

9 PCA Skills Day at Bremerton

10 BMW CCBC Skills Day at Pitt Meadows

20 PCA School at Pacific Raceways

22 ALFA Evening School at Pacific Raceways

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# Adjusting Tire Pressure for Performance



Did you miss our BMW CCA Puget Sound Suspension Tech Session at TC Motorsports in January? We had a phenomenal turnout! Thanks to everyone who braved the weather! We got a lot of great questions during and after the event, and most of them revolved around how to tune the suspension for various track conditions and specific vehicle issues. I thought I would start a series of articles with the one adjustment every car has.

## Tire Pressure

The average road car brought to a track day will be pretty much stock. That does not leave us with many adjustments to play with. Every car does have the ability to tune the handling by adjusting tire pressures. The average high performance driver does not have access to tire pyrometers (heat), durometers (tire hardness), and other forms of data acquisition that I use in professional race series such as GRAND-AM. The

tools and techniques in this article will be basic so everyone can do it.

You want to start with a cold tire adjusted to 3-5 psi below the manufacturer's recommendation for your car. As the tire heats up on track, the tire pressure will rise 6-10 psi, which will put you closer to where you want to be. Next, make a mark on the your tires where the tread and the sidewall of the tire meet with white shoe polish, colored chalk, or a grease pen. There's a small arrow molded into the tire that shows where the edge of the sidewall is. Now take your car out for a few of laps. When you come in, take a look at the mark you put on the side of your tire. If the mark on the sidewall scuffed off further than the small arrow, the tire sidewall rolled over too much and your tire pressures are probably too low. If the mark on the sidewall is still there and above the small arrow, then the tire sidewall did not roll over and you can lower your tire pressures.

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Now that you have some data, you can make the appropriate adjustment to your tire pressures. The goal is to have the tires be compliant without having the sidewall roll over. Make small 1-2 psi changes to tire pressure in subsequent tests so you can quickly dial in the optimum pressures for your tires.

Now that you have a tire pressure that works well overall, you can start fine tuning the handling by adjusting each tire individually and in pairs. Before you start adjusting the pressure you really should try to understand what is happening with the tire when it is loaded. The first thing you notice when you add vertical load to a tire is that it deflects. You know, when the car is parked, the tire squishes a bit wider where it touches the ground. Where the tire touches the ground called the contact patch. The bigger the contact patch, the more traction a tire will generate (to a point). Since the tire deflects like a spring, it has a spring rate. In the suspension, spring rate plays a huge role not just in ride comfort, but also handling dynamics and balance.

The spring rate of the tire can be adjusted by adding or removing air pressure. If you add more air, the tire becomes stiffer and has higher spring rate.

When you are adjusting the air pressure to help fine tune the balance of the car in a corner, you are actually adjusting the contact patch size and tire spring rate.

In a corner, weight is also being transferred to the outside tires and more vertical load is being added. While cornering, the tire is not only loaded vertically, but it is also loaded laterally. This load deflects the tire laterally, continuing to change the shape and size of the contact patch. Imagine a balloon that you are pressing against a table. The harder you press, the more it squishes and the bigger the contact patch area. While pushing down, drag it along the table and you can see how the shape of the balloon and the contact patch has really changed. Tires change the same way.

How do you fine tune the handling balance of a car with tire pressure? First we need to determine if the car is understeering (front tires are making a bunch

of noise) or oversteering (rear tires making a bunch of noise). If the car is understeering in a corner, you will want to lower the front tire pressure. You are increasing front tire grip by reducing the front tire spring rate and increasing the front tire contact patch. You can also reduce rear tire grip by increasing the rear tire spring rate and decrease the rear tire contact patch. If the car is oversteering you would make the opposite adjustment by increasing rear tire grip by reducing the rear tire air pressure or increasing the front tire air pressure.

As a rule of thumb always try to increase grip on one end of the car that is sliding, never reduce grip on the end that has grip to help the balance.

In later articles, we'll dive deeper into the details of other adjustments like sway bars, ride height, alignment angles, and the dynamics involved with each. You can also get more practical tips for high performance drivers on my blog at [www.tcmotorsports.net/blog](http://www.tcmotorsports.net/blog).

*Carlo Sparacio*

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# M Power Experience: 2013 BMW M5

Driving the new M5 at Ascari, it doesn't get much better than this.

AS PART OF THE WORLDWIDE introduction for the new 2013 BMW F10 M5, BMW held a series of two-day M Power Experience events over several weeks in late October and early November last year at the Ascari Race Resort near Seville in the Andalusian region of Spain. We were given a chance to test drive three of the ///M cars offered by BMW: 1M, M3 and the F10 M5. The M5 was why I was there for the November 3–4 event.

Invitations for the pricey event were apparently aimed at existing M-car owners. The five-star Waldorf Astoria Sevilla at La Boticaria was the host hotel for our Thursday and Friday event. Participants arrived on Thursday and did some touring of the local area or checked out the hotel amenities. The show started after a gourmet dinner that evening when the new F10 M5 was unveiled with lights, smoke and music. BMW engineers and marketing people were on hand to familiarize the participants with the car's features and specifications.



Our hot lapping machine of the day.



Taking a little break.



Discussing the future of M-technology with Axel Berkermann, the Director of Marketing for the Americas.

Friday morning started with half of the group driving off in shiny new M5s to tackle the scenic local mountain roads, and the rest heading for the track. We were originally scheduled to ride in a helicopter to the track but due to the rain we drove to the track in the M5s instead. The private Ascari track is 5.4 km (3.4 mi) long, with twenty-six turns. We took turns lapping in M5s (and other M cars) following an X6M pace car. Drivers were not permitted to defeat the DSC (traction control) while driving the track laps, but they each got a videotaped hot

lap as passenger with a BMW professional driver hanging out the tail at every slow corner. After an excellent lunch break at the Ascari facility, the groups switched places and repeated the programs. Afterward, when the weather cleared up, we were treated to a fifteen-minute helicopter ride around the Seville region.

Participants found the new M5 to be a capable machine with 560 hp coming from the all-new twin turbo V8 that is the heart of the 2013 M5. A clean-sheet design approach resulted in multiple

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new features being introduced, such as a differential system that predicts your driving style and prepares itself accordingly. The new M5 brings us back to what defines the M in Motorsport.

My observation after driving the new M5 was that the F10 M5 comes very close to recapturing the magic of my old E39 M5. I never had a chance to drive the E60 M5 but I've heard from many who have. The new M5 on paper has much more torque than the E60, but in the real world, it doesn't feel as immediate when you press the gas. It feels almost lazy but that could very well have been because I was in the wrong gear. In my old M5 I'd have to downshift to third gear and punch it. I'd say that the new M5 is more like a slingshot with a bit of a cannon thrown in for good measure.

The shifting action is absolutely sublime, just lightning fast and overwhelmingly positive, with just a sense of "blip-blip-blip" as you either upshift or downshift. The shift paddles are attached to the wheel, and I only wish

that BMW had the foresight to attach the paddles to the steering column, or perhaps made them even bigger. It was a bit difficult to find the paddles quickly. Of course you can shift using the shifter knob but it just would feel much more natural if they had made the paddles bigger. Maybe at some point someone will develop an aftermarket set of paddles.

Even though the new M5 is much larger than the older M5, you don't feel the added size from the driver's seat. It feels smaller than its actual size in part because it is so well balanced. BMW has done a good job creating a balance between too much lean versus too little lean. If you were to put a pivot point in the exact center of the interior space, you'd find that it doesn't lean too much in any given direction. There's just enough tactile feedback to give the driver information about what to expect. I was very impressed.

My favorite mode for enthusiastic driving was the "Sport" not the "Sport plus" because I felt the latter was a bit

too harsh on both the streets and the track. I didn't get a chance to try driving with the DSC turned off, but it didn't seem too intrusive at all. It was soft in keeping the car under control. I was able to see just what the M5 could do with the DSC defeated during the hot lap ride. I was very impressed by how controllable the M5 was. Overall, I feel that BMW has finally managed to recapture the spirit of the old M5 in their latest iteration.

*Jason Tang*



**///M reflection.**



**Coming down the straightway.**

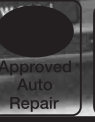


**The chase is on!**

Photos by Jason Tang.

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**Choices, choices and choices (M5, 1M and M3).**



**Nothing like going sideways to demonstrate the abilities of the new M5.**



**A little water doesn't even slow these things down.**



**Some of the many colors available for the new M5.**





**The new M5 breaks new barriers yet brings a sense of familiarity.**



**Even around the corner, the M5 corners flatly.**



**Cutting edge lights.**



**The heart of the beast.**



# TC Motorsports Suspension Tech Session Recap

THE SUSPENSION TECH SESSION was held on January 21, 2012 at TC Motorsports in Auburn. It was a sellout and Carlo Sparacio did not disappoint. Carlo had expected about twenty of us to show up and over double that number appeared.

While Taryn minded the store and the kids, Carlo explained the nuts and bolts of the many adjustments that can be made to a racecar and especially to a PRO3. The aim, or course, is to get the very most out of it at any given track (yes, adjustments can be track specific). He began with a suspension overview discussing springs, shocks, sway bars, coilovers, bushings and slip plates. He discussed the various adjustments that can be made. Among them are sway bars, rake, toe, camber and so forth.

Next, general alignment procedures were discussed including 1) initial consultation, 2) road test and inspection, 3) placing appropriate ballast, 4) taking initial readings and finally, 5) alignment. Throughout the session, Carlo explained and demonstrated what different components do and how a change in one adjustment affects others.

Measuring and setting corner balance was a very interesting procedure requiring precision instrumentation. He made actual adjustments on a car to demonstrate how changing one setting can affect other settings. In fact, I was really impressed with the detail and precision required to optimize a car's suspension.

He explained that the most challenging adjustment is to the nut behind the wheel, my apologies to the serious drivers in the club. If you go to the track and drive the same way with the same suspension settings, you are not likely to improve. You need to try an adjustment, see how it works, and try something else if it doesn't.

Be aware of the track, as Carlo explained in a previous *Zündfolge* article. Walk the track, look at the corners, turn around and look behind you to get a better perspective.

Carlo spent quite a bit of time answering dozens of questions in detail. Refreshments were served and two Club members, Gene Seymour and Brian Cutler, won Go Pro video cameras generously donated by TC Motorsports. Thank you to Carlo and Taryn of TC Motorsports for hosting this exceptionally informative tech session even if he wouldn't tell us what the optimum spring rate for a PRO3 car was! At the conclusion of the session, we just had enough time to get to the social at OddFellas.

*Steve Plusch and Michelle Miller*



Photo by Paul Melrose.



**Gene Seymour and Brian Cutler were winners.**



Photo by Mike Ellis.



Photo by Paul Melrose.



Photo by Mike Ellis.



Photo by Jim Thomson.



**Carlo discusses caster, camber and toe-in, along with how they affect handling on the track.**



**Carlo Sparacio of TCM demonstrates the digital display used in corner balancing cars.**

Photo by Mike Ellis.



Photo by Mike Ellis.

Photo by Paul Melrose.



Photo by Mike Ellis.



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## Annual Social Event: We all Made It!

NEITHER WILD NORTHWEST WEATHER nor a gaggle of Road Closed signs on our route could keep us from getting to the annual social event. An excellent crowd of about forty Club members and guests enjoyed some great food and a wide variety of beers. OddFellas in Auburn is a warm and friendly venue; the servers were very hospitable. It was a great compliment to the nearby TC Motorsports suspension tech session earlier in the day. If you weren't able to attend, you missed a fun time.

*Steve Plusch*



Photo by Lucetta Lightfoot.



Photo by Lucetta Lightfoot.



Photo by Paul Melrose.

Oddfellas company vehicle, a Hummer not a Bimmer.



Photo by Lucetta Lightfoot.

Ryan Scott, guest of Jeff Lehman's, a friendly waitress, Steve Plusch, Karen Plusch and Jeff Lehman, enjoyed the Social Event.



## The PRO3 Line

# PRO3™

WELL, HERE WE ARE, wrapping up this wonderful time of year. Some simply call it the “off season,” although, I prefer a more descriptive term: “A few glorious months of the no-race-charges-credit-card-bill” (I mean really, Christmas spending has nothin’ on a few back-to-back race weekends). I hold on to these Visa statements and skip and dance around the house like I’m grasping a checkered flag and I get to do my own little victory lap.

**I hold on to these Visa statements and skip and dance around the house like I’m grasping a checkered flag and I get to do my own little victory lap.**

Tonight when Mike walks in the door I’ll still be bouncing around happily and the kids will simply look at him with that special look that says, “Yep, Mama’s gone crazy” (unfortunately this is not a

new thought for them though, so they won’t be overly alarmed).

I will point wildly at the total, and say to anyone who will listen, “Do you know what this is!?”

“ummm...a bill?...?”

“Yep!, and do you see this number!?”

I’ll ask, and then answer myself (which is another thing my family is used to), “It’s the amount we owe! The WHOLE thing! Not just one charge, but ALL the charges added together, the grand total, that’s IT!”

“Oh.” (Insert pause for effect) “Really?”

And thus begins another glorious thing about this season: The silence of realization and contemplation, or possibly the silence of planning and scheming, I’m not sure which.

For us this last year was a year full of transitions. Not to be confused with transmissions, which we’re also full of; they’re all out behind the shop. I wish they would transition to somewhere else. I’ve been working hard on that... getting car parts to go elsewhere. I started to give out goodie bags when people come over; it’s like the opposite

**For us this last year was a year full of transitions. Not to be confused with transmissions, which we’re also full of; they’re all out behind the shop.**

of a hostess gift. You come here, I give you something: E30 doors, brake lines, electrical switches, I think there’s even a couple engine blocks out there...if I could only figure out how to fit those in a cute little gift bag.

One major transition was when Driver of The Year trophy made its move from our home into the home of the next deserving recipient. The separation anxiety of man from trophy has been a little tough what with the whining, scratching, and chewing on things. We’ve had a couple puppies that have gone through similar stages, but the doctor advised me that putting my husband in a crate was not an option and I should just let this pass. I agreed

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**... but the doctor advised me that putting my husband in a crate was not an option and I should just let this pass.**

to be patient but decided the first time he piddles on the floor he's sleeping outside (thankfully it never came to that). I did suggest that he focus on some other memorable race-related treasure and try to take his mind off of the absence of his trophy. What I didn't anticipate was the life size cardboard print out of the umbrella girl from last years autograph session at the NASCAR race; that's just great, now both my daughter and my husband have imaginary friends.

All joking aside, (he really didn't get a life size cardboard friend; I totally would have posted that on Facebook!) receiving an award like that among such a huge group of really great people was pretty awesome, and the only person who just might be happier and more proud about that honor than Mike, is me.

Anyway, our other big change is that after six long race seasons our camper has moved onto greener pastures, and if those really are greener pastures then our camper should blend right in, what with the amount of mold and moss growing on the outside of it. Yes, our

not-so-beloved-fairly-rotten camper has been sold. It SOLD for money, cash money, so we took our sale proceeds, combined them with what change we could find on the floor boards of my car and went to lunch ... at McDonalds.

This time it's me with the separation anxiety. I'm thrilled with the separation part, but I have quite a bit of anxiety about it somehow coming back. Like one of those lost dogs you see on TV, it will be gone for a few months then one morning I'll open the door and it will be in the driveway, whimpering and all curled up on its blue tarp.

**I'm thrilled with the separation part, but I have quite a bit of anxiety about it somehow coming back.**

Of course now that the camper is gone my other half has been looking at upgrades and I'm a little worried (ok, a lot worried). He and I have a much different idea about what the next race camper will be. The thing is we've spent the last six years at the track staying in something that was structurally, and aesthetically inferior to the forts our kids build out of bed sheets and cardboard boxes. We have lots (LOTS) of

room to improve. There's a whole bunch of middle ground between the clearance bin at the bargain basement and the designer boutique and I'm afraid Mike is leaning towards something a little more fancy than I have in mind. I'm pulling for something in the middle, like that plain polo shirt from the discount department store: It won't make us the coolest kids on the block, but it's clean, it's comfortable, it's hole-free and it doesn't smell funny ... yet.

Whatever we pick we'd better hurry, just yesterday I noticed a couple race-related invoices lying on the kitchen counter and our peaceful off-season Sunday mornings have been interrupted more and more with the sound of race videos on YouTube, both telling signs that racing season is just around the corner.

Admittedly even I'm starting to look forward to it all starting up again (proving once again that absence really does make the heart grow fonder). So here's to seeing old friends, meeting new ones, and a season full of happy racers and their wonderful (amazing, talented, etc.), support crews. Have a great year everybody!

*Melanie Olsen is the very patient wife of Michael Olsen who drives the Spirit Halloween PRO3 car #130 in ICSCC racing*

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## 2011 Financial Report

THE CHAPTER IS REQUIRED to publish our financial statements each year to remain in good standing within BMW CCA. While we remain financially sound, the history of losses for the last few years continued in 2011. In 2010, we became a smaller chapter when members left to form the Oregon chapter began. In addition the poor economy hurt membership, both locally and nationally.

The economy also had a negative impact on our activities, especially our Car Control Clinics and High Performance Driving Schools. All in all, the chapter has not been immune to the general economic malaise. In response, the Board did some belt tightening this year and narrowed the loss from the prior year.

If you have questions about the financial statements or chapter finances in general, please contact me or attend a Board meeting.

*David Lightfoot, Treasurer*  
d.lightfoot@comcast.net, 206-660-6190

### Balance Sheet

At December 31, 2011

#### Assets

|                     |                  |
|---------------------|------------------|
| Cash accounts       | \$ 68,605        |
| Accounts receivable | 2,385            |
| Prepays             | 1,266            |
| Fixed Assets        | 2,064            |
| <b>Total Assets</b> | <b>\$ 74,320</b> |

#### Liabilities and Equity

|                |           |
|----------------|-----------|
| Chapter Equity | \$ 74,320 |
|----------------|-----------|

### Income Statement

For 2011

#### Revenue

|                      |                   |
|----------------------|-------------------|
| Chapter dues         | \$ 32,691         |
| Zündfolge ads        | 42,750            |
| Driving schools      | 57,398            |
| Other events         | 18,812            |
| Interest income      | 169               |
| Merchandise sales    | 208               |
| <b>Total Revenue</b> | <b>\$ 152,028</b> |

#### Expenses

|                      |                  |
|----------------------|------------------|
| Driving schools      | 56,902           |
| Zündfolge            | 64,226           |
| Other events         | 20,681           |
| Administration       | 16,328           |
| <b>Total Expense</b> | <b>\$158,137</b> |

|          |            |
|----------|------------|
| Net Loss | - \$ 6,109 |
|----------|------------|



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**1989 635CSI:** Tan with black interior, automatic transmission, 265,000 original miles, no modifications. Interior and exterior in excellent condition. All receipts from original purchase in 1989. Daily driver, Seattle. \$2,500. Contact Chip at 206-369-1512.

## Parts For Sale

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## Wanted

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### DEADLINES

February 28: April Issue • March 27: May Issue • May 1: June 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 the Editor, Lucetta Lightfoot at [lucettalightfoot@msn.com](mailto:lucettalightfoot@msn.com) or mailed to *Zündfolge*, c/o Lucetta Lightfoot, P.O.Box 99391, Seattle, WA 98139. **All ads must be submitted for EACH publication.**

## Chris Mathers 1953–2011

WE LOST A GREAT PERSON AND AN INSTRUCTOR, Chris Mathers, who died December 29, 2011. He was an instructor for PCA and BMW CCA, famous for driving the bright yellow Corvette. I first met Chris when we went through the instructors' qualification together. I will always remember Randy and Chris's comment about what we do on the track, "we turn money into noise." Chris was a great, gentle man, always happy and willing to help all. He will be missed.

*Steve Libby*

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