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September 2012



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Volume 42
No. 9

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Zündfolge (USPS 715-250) is published monthly (except December) by the BMW CCA Puget Sound Region. Office of Publication: 11514 Lake City Way, Seattle, WA 98125. Subscriptions are \$15.50 annually (available only as part of the \$48 membership fee). Periodical postage paid at Seattle, WA and at additional mailing offices. **Postmaster**, send address changes to:

Zündfolge
PO Box 1259
Bellevue, WA 98009

Boilerplate

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*Zündfolge design and layout by
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KALENDER

August 28

Deadline for the October issue of *Zündfolge*. Send submissions to Zundfolge@bmwpugetsound.com.

September 1

Autocross with Porsche Club. For information and registration visit our Club website at www.bmwpugetsound.com.

September 1

Crescent Beach Invitational Concours d'Elegance in Surry BC. For more information go to: www.crescentbeachinvitational.com.

September 9

Kirkland Concours d'Elegance at America's Car Museum. Despite still being the "Kirkland" Concours the event will move this year to the newly opened LeMay Museum near the Tacoma Dome in, yes, Tacoma.

September 11

Board Meeting. Members welcome to attend. BMW Seattle 6 p.m. Please RSVP to president@bmwpugetsound.com.

September 14-16

Oregon Festival of Cars. Les Schwab Amphitheater in the Old Mill District of Bend. See www.facebook.com/festivalofcars for additional information.

September 29

Autocross with Porsche Club. For information and registration visit our Club website at www.bmwpugetsound.com.

October 2

Deadline for the November/December issue of *Zündfolge*.

October 9

Board Meeting. Members welcome to attend. BMW Seattle 6 p.m. Please RSVP to president@bmwpugetsound.com

Zündfolge Now Online

Dog ate your *Zündfolge*? The current month's *Zündfolge* is now being posted as a high quality PDF file to the Club's website in conjunction with you receiving your paper copy of the *Zündfolge* in the mail. Go to www.bmwpugetsound.com.

So know that if you find the need to reference your current *Zündfolge*, but your paper copy is somewhere else, you can just go to the website to read up on your favorite topics. Look under the tab "Zündfolge" to find the *Zündfolge* Archives.

We are currently archived back with PDFs through 2007. In the coming months we plan to archive even further back. Looking at old *Zündfolges* brings back some great Club memories!

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DID YOU KNOW OUR CLUB has been around for forty-two years! That's longer than I've been alive. We have had great success as a Club and want to continue to be the place to go in the Puget Sound area for all things BMW. Remember the 2020 Vision project?

We haven't forgotten. Our Board has been actively working to implement pieces of the project in order to continue our success and to stay relevant as the economy, technology and our community change. Change is here and we want you to have a Club that serves you. We have a comprehensive plan to improve our Club communications, raise awareness about BMW CCA Puget Sound Region, increase membership, support and encourage your engagement with our community and stay on a financially responsible path.

The *Zündfolge* is one of the best local club magazines in the country. We want to continue to provide an excellent magazine but in this day and age, we realize that many of you need more frequent, social and electronic communications. In 2013, the board is considering reducing the number of magazines to one per quarter in the fall and winter and monthly editions in the summer.

In 2014, we would look at publishing one per quarter. This would give us more time, energy and funds to put on events and provide more access to information through our website, social media and electronic communication.

We put together a great website last year, and want to continue to develop that to make it the hub for information about our Club. We want to improve our blog and have more of your photos and stories featured on our website. We want non-members to have a glimpse into the benefits and fun of joining the BMW CCA Puget Sound Region so they will join. The more the merrier!

We need to be relevant in today's fast-paced and instant feedback world. Look for more social media to be coming soon on our Facebook, YouTube and Twitter channels. Newsletters will be hitting your email inboxes one to three times per month to keep you posted on all the latest BMW CCA news and events happening both locally and nationwide. With new media options you will be up-to-date all of the time.

From our annual Concours d'Elegance to our track days, to tech days to our low-key social events, BMW CCA Puget Sound Region members love getting together to share our passion for our

cars and to make new friends. We want to be able to continue to put on great events and also do some new and different events that you haven't seen before. We want you to be able to share your experience as a Club member through our new media channels. The more you are engaged, the better it will be for everyone and the more we can grow.

In addition, to all this we want to continue our great relationships with local dealers and vendors to provide you with special discounts and services. As a volunteer board, we are always looking for more help, so we need to build and develop our volunteer core. Volunteers make this Club what it is and it's a great opportunity to develop skills and build your resume in a non-work and fun environment. If you have a special talent or passion you'd like to share, we would love to hear about it, and to help support you in sharing with other Club members through our blog, at a new event, or through the magazine.

Please feel free to contact me with your thoughts and ideas. Over the next few months we will be actively looking for your feedback through *Zündfolge*, our website and newsletters.

Michelle Miller, President
president@bmwpugetsound.com

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ON THE COVER: This month's cover features an aerial view of the July Concours d'Elegance.

Photo by Paul Sanders.

Crescent Beach Invitational Concours d'Elegance

September 1

LOOKING FOR A NICE LITTLE WEEKEND GETAWAY and a chance to see some beautiful cars? Perhaps you'll enjoy the Crescent Beach Invitational.

This is a full, formal Concours d'Elegance, but the cars are quite diverse across nine classes:

CLASS 1 Classics

European and Domestic (1925–1948)

CLASS 2 Italian 1950–1973

CLASS 3 German 1950–1973

CLASS 4 French to 1975

CLASS 5 Muscle Cars

CLASS 6 Hot Rods

CLASS 7 Pickup Trucks 1946–1964

CLASS 8 Early Post War GM (1946–1955)

CLASS 9 Collector Motorcycles

So, something for everyone. The setting is beautiful Blackie Spit Park in British Columbia, just across the border near White Rock. The Concours d'Elegance is on the grass at this nature preserve bordered by Thunder Bay and Mud Bay, right on the water.

The show is a manageable size with only eighty cars and all by invitation only. The event is free but donations are accepted and benefit Children's Hospital.

THE DETAILS

FREE

September 1, 2012

10 a.m. to 3 p.m.

Blackie Spit Park at Crescent Beach

3136 McBride Avenue, Surrey, BC

www.crescentbeachinvitational.com



The interior of Steve and Annie Norman's 327/28.

Photo by Paul Sanders.



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HAVE YOU BEEN ACHING to check out your car's performance and still keep your drivers license? Are you in need of your next "track fix?" Do you find yourself dreaming about taking that freeway on ramp with no other cars on the road except you? Do you dream of going to the track to drive but think you need "the right car" before you do?

Come out to our High Performance Driving School event or take the Car Control Clinic on September 14. Enjoy using your car like it's meant to be driven with some of the Northwest's highest caliber driving instructors at your side. Find more information and register at bmwpugetsound.motorsportreg.com and our Club's website which is www.bmwpugetsound.com. There are two driving experiences to choose from.

CAR CONTROL CLINIC

Come experience a thrilling day in the paddock and practice the fundamentals of driving to make you a better driver on the street and to prepare for the high performance driving school. All of the exercises are in a safe environment at reasonable speeds with experienced instructors to guide the way. You will run your car through the following drills: slalom course, emergency braking, collision avoidance, braking on a curve, skid pad, handling oval and auto-cross. You will also get to make some parade laps on the race track with instructors during the lunch break of the HPDS students. When the drills are over, finish your day by hopping in the passenger seat of one of our instructors for a ride on the race

track. Get exposure to high performance driving events in your street car and become a safer driver.

BMW CCA Club members taking any of our 2012 CCC will get a one time \$25 discount on the September 14 or October 5 HPDS. This year our Club's CCC has been very popular, therefore sign up early; we can only take thirty students.

HPDS (HIGH PERFORMANCE DRIVING SCHOOL)

Come out and enjoy a day at Pacific Raceways track with fellow enthusiasts. Utilize our talented pool of instructors/ driving coaches and drive your car in a safe controlled environment. Take a day off work and live a little. You will get four, twenty-minute sessions and be grouped with drivers of a similar skill level. Our instructors are top-notch and will teach you the best line and driving etiquette on the track. This is a great experience and a chance to let your car stretch its legs a little bit.

The Club's HPDE & CCC will take place on Friday, September 14, and our last track event will be Friday, October 5. Both will be at Pacific Raceways in Kent. Lunch will be provided. Preregistration (motorsportreg.com) is a MUST so get your credit card and mouse clicking finger in gear today! Last day to register is September 11 for the September 14 event and October 2 for the October 5 event.

Do not forget to bring a copy of your tech form for the HPDS. Links to the form can be found on our website at www.bmwpugetsound.com.

Rick Gulstrom
Driving Events Coordinator
rick@gmsarch.com

Last day to register is September 11 for the September 14 event and October 2 for the October 5 event.

2012 Driving Events Calendar

BMW CCA PSR Events

September

14 Driving School & Car Control Clinic at PR

October

5 Driving School & Car Control Clinic at PR

Other Events Open to CCA Drivers

September

1 PCA Skills Day at Bremerton

8 PCA School at Pacific Raceways

15 ALFA School at Pacific Raceways

16 BMW CCBC Skills Day at Pitt Meadows

29 PCA Skills Day at Bremerton

October

4 PCA School at Pacific Raceways

12 BSCC Lapping Day at Bremerton

20 PCA Skills Day at Bremerton

21 BMW CCBC Skills Day at Pitt Meadows

22 ALFA School at Bremerton

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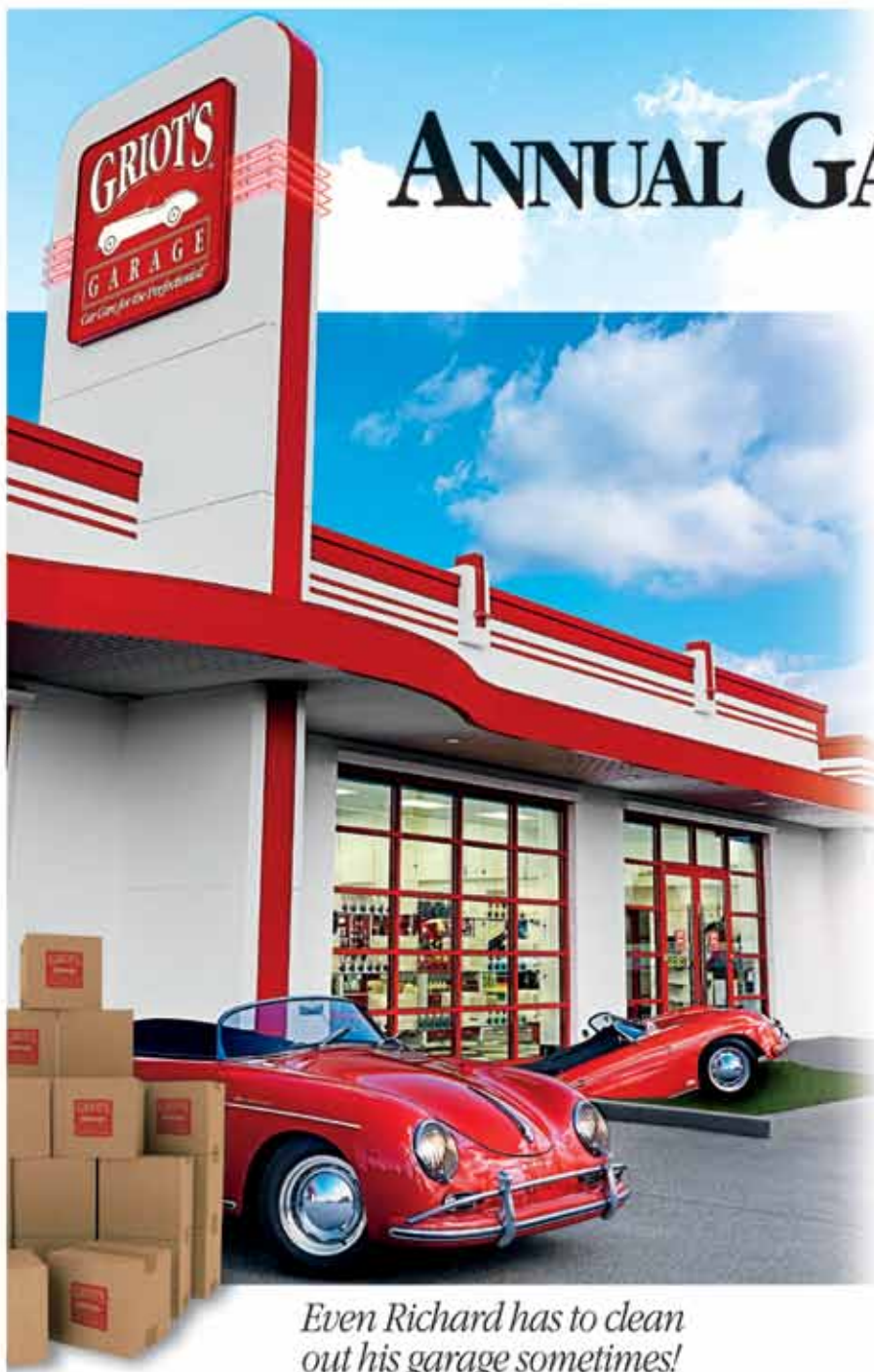
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Even Richard has to clean out his garage sometimes!

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A Tour of One's Own

I WOULD LIKE TO THANK THE CLUB for this wonderful road trip idea. A couple weeks ago, I was dividing my time between household chores and trying to decide what to do for an upcoming week off. In the mail on that day came the new issue of *Zündfolge*. Thumbing through it, I saw your invitation to Winthrop on August 12. I immediately agreed that this would make a great getaway, as we have wanted to drive highway 20 for a long time.

Unfortunately, my week off began on July 30 and we could not join the Club on August 12. But why not go it alone? Our jet black Z4 Roadster looks very good all by itself, so my wife and I packed an overnight bag and plenty of sunscreen, and the next morning we headed out.

It was a typical Western Washington morning, so we kept the lid on going north on the Interstate until our gas and breakfast stop at the Smokey point IHOP. At that point, I realized I had forgotten to set up accommodations prior to the trip. But during the stop, I was able to get through to the front desk of the lodge. They had plenty of space and upon hearing we were Club members, the desk manager kindly upgraded our room.

After breakfast, we decided, rain or shine, we had to have the wind whipping through our hair and so upon leaving the restaurant, we put the top down. I turned on the heater for a short while. It was only 58°F. But heading east from Sedro-Whoolley, the day just kept getting better and better. After about a half hour of driving, the clouds were gone and I turned off the heater. We pulled off along the Skagit River to apply sun screen. The road and driving conditions were perfect as we started ascending into the windy bits. Newhalem is picturesque, but we did not stop. Traffic was light and the bimber just wanted to go. What a car, what a drive. The perfect balance of smooth versus power. In a moment of weakness, while driving around a bend going over a rise at the posted speed limit, an expression of pure emotion slipped out when at the top of my lungs, I hollered 'YAHOO.' Well, at least, I did not declare "I am



a driving god" which, in retrospect, wouldn't have been too far a stretch. This car is so much fun.

We continued on through the wilderness stopping at the forest visitor center and again at the Washington pass scenic lookout (the north side of the highway). The views of the mountains and of the highway below were spectacular.

On we drove, over Diablo Lake and finally down to Winthrop, where mountains gave way to the valley floor. We'd never been to Winthrop before and were glad that we made this trip during the week. Winthrop is a weekend's getaway. The town is full of funky souvenir shops, breweries, restaurants and the like.

The lodge is a few miles out of town, and getting there took us back to the wilderness. It is located on the far side of a small mountain from town and we truly felt like we were alone. We arrived about 3 p.m., having left breakfast at about 9 a.m. We checked in early and took a one hour hike over several lodge-maintained trails. Then refreshments in the bar, a shower, the hot tub and pool. (The furthest hot tub and pool from the main lodge house was deserted.) We had a late supper again in the bar & grill. Our supper, served in large portions was delicious. I had a Caesar salad and the French dip. My wife had a Cobb salad and apple pie.

Back at the room, the view from our second floor balcony looked west to Mount Gardiner and the sunset was beautiful.

BMW CCA dates should put you there during a new moon. So for anyone who is into star gazing, this could be a major event. Bring your looking-glass. We were there during a full moon. The

evening sky was so clear, the moon was like a floodlight lighting the hills and valley below. We could walk the grounds of the lodge all night if we wanted. Eventually, though, we retired to our comfortable king-sized bed.

Breakfast the next morning was in the dining room. I ordered the breakfast pot pie, which is perfect for a person with a smaller appetite. My wife ordered the omelet, which provided enough nutrition for the both of us.

After breakfast, we checked out and headed back to Winthrop to partake in the culture. We picked up a hat and t-shirt from the local hat shop and some sandwiches from the bakery and headed south. With the top down the warm air was very soothing—and the hat came in handy, too. The next stop was Lake Chelan. We had a picnic lunch on the lake under the shade of a cedar tree at the city park. There were lots of people and the atmosphere was very relaxed. We then continued to Wenatchee for a gas stop. I would comment that the road leading from the lake is the only place we saw helicopter traffic patrol.

Wenatchee on Highway 2 back to Everett is familiar to us. It is far more relaxing and scenic a drive than interstate 90. We arrived in Everett at about 5 p.m., having left Winthrop at 11:30 a.m. that morning.

The Lodge at Sun Mountain is the perfect destination and reason for a spectacular Cascade Mountain Loop drive. The lodge's grounds, the courteous and helpful desk staff, the food and accommodation, the casual and inviting atmosphere in the bar & grill, and well trained wait staff at the lodge have earned it a four-star rating. If the opportunity arises, please pass on a hearty well done to the staff there at the lodge! We will remember it as our first stay in this beautiful establishment, and we will be making this trip again.

We will also be scanning other issues of *Zündfolge* Magazine, old and new, for more adventure ideas with which to partake in our roadster.

Doug Forbes

Join date: August 2011

BMW Z4 3.0i Roadster

2012 Concours d'Elegance

by David Lightfoot

EACH SUMMER THE CLUB HOLDS ITS CELEBRATION OF ALL THINGS BMW. It is our Concours d'Elegance, held this year on July 29 at Renton's Cedar River Park. This is the thirty-second consecutive year for this event; the longest running event the chapter has with a continuous line back to the first one in 1980.

Featured Model

This year we featured the Big 6 Series Coupes. We had a great showing of these big, sexy grand touring machines. The Melrose family alone brought out four of the first generation 6ers, the E24. And they weren't alone. We also had a group of newer E63 cars and a few of the current F12s.

To fill in the lineage, we also included in the Featured Model class the E9 coupes. These are the classic coupes from 1968 to 1975, considered by many the most beautiful car BMW has ever made. We had a number of stunning E9s as expected. But who would expect to see five 3.0 CSLs in one place? And this included three Batmobiles!

Some Highlights

Four of those 3.0 CSL were brought out by Pete Gleeson, who has quietly put together the best BMW collection in the Northwest. Pete and Matt LaCross from Munich Evolution brought out the four CSLs, an M1, a super low mileage E30 M3 and a Z1. The fifth CSL was entered

by Malcolm Klug, who picked up a '75 Batmobile that he is gradually bringing back to original spec.

The Z1 is the first in the Chapter and it was the first time most Club members had ever seen one. The drop-down doors are the show stopper on this car. I was the fortunate one allowed to drive the Z1 to and from the show. Driving with the top, windows and doors all down is about as close to the motorcycle experience as one can get in a car. Quite a thrill.



Photo by Paul Sanders.

Another highlight? How about the drop-dead gorgeous pair of cars sponsor BMW Seattle brought? One was a black 6 Series Gran Coupe. This is the new four-door coupe from BMW and it is beautiful. For a big car, this thing has amazing grace. And next to the Gran Coupe was another brand new car, an M6 Cabrio. The thing about this car was the color—a new BMW blue called San Marino. It is the prettiest blue I've ever seen on a BMW. It stopped people in their tracks.

Yet another highlight? I'd have to say the 1938 327/28 owned by Steve and Annie Norman and brought to the show by their son, Joel. The 327 is the original big coupe from BMW. This was the cabrio version but what an example! The product of a multi-year restoration, it looks to be a brand new seventy-four year old car. The black and crème paint scheme really shows off the lines of this beauty. Joel showed me the easy operation of the 327's folding top; this from a car built in 1938. Remind me again why the English sports cars of the '50s and '60s had those awful folding tops.

Vintage Class

Besides the 327/28, the only pre-war BMW present, the Vintage Class is always fun for those with a sense of BMW's history. There were a couple of lovely 2002s, including Sean McCarthy's class winner. Denny Organ, the guy who chaired that first Concours in 1980, entered his beautiful Malaga Barvaria. But there was also a 2000TI, a rarely seen example of the New Class that debuted in 1962 and saved BMW.

LeMay Collection Cars

Filling in the gap between the 327/28 from 1938 and the BMWs from the 1960s were two cars brought out by chapter Past-President Mike Ellis. Mike volunteers at the LeMay Marymount Museum and brought a red Isetta and

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Isettas attract children of all ages.

a yellow and white 600, the stretch limo version of the Isetta. These little cars are an important part of BMW's history. Both the cars were in near-perfect shape. And they are so cute they attracted huge attention. Mike might just as well have put a box full of puppies on the lawn! No one can resist an Isetta.

PRO3

Our own home-grown racing series was represented by two cars brought out by Board members. These were Lance Richert's and Scott Hieronymus's cars, which both looked awfully good for track warriors.

Classic Class

It is hard to believe that we're calling E30s classics but they are getting pretty old. This class was won by perennial winner Keith Fournier with his very early and perfect E30 M3. Some have groused about not being able to com-

pete with Keith because his car is too good. Well here is your chance. Keith will be selling the car within the next year. Another car of note in this class was Christina Bouchez's E30 Touring, a rare wagon version.

Newer Cars

Of course, we had examples of almost every other type of BMW present; a virtual smorgasbord of Bavarian goodness. Big 5 and 7 Series sedans. The rare and always special 8 Series. A class just for the X cars, a fast growing group of BMWs. And the Z sports cars including Z1s, Z3s and Z4s. The only Z missing was a Z8. Next year!

Special Award

There are three special awards given after all the class winners have been decided. Griot's Garage always has a booth at the Concours and their products

Continued on page 12

are widely used by the entrants. They pick a car for the Griot's Garage Preservation Award. This is given to the best preserved older car rather than one that has been restored. The well-deserved winner was Steve Melrose for his class winning 1988 M6. Steve's M6 was prepared for the show by son, Paul, who is also our chapter Secretary.

The People's Choice Award is voted on by the entrants and is an award that represents the most popular car of those entered in the show. The Normans' 1938 327/28 was the winner. Those pre-war curves and the perfect restoration make for a very appealing car. By the way, the model designation means a 327 with the more powerful engine of the contemporary 328 sports car, thus 327/28.

Concours d'Elegance Winners

Class 1 Vintage Cars

- | | |
|------------------------|-------------|
| 1. Sean McCarthy | 1971 2002 |
| 2. Stephen/Joel Norman | 1938 327/28 |
| 3. Randy Miller | 1972 2002 |

Class 2—Classic Cars

- | | |
|-------------------|---------|
| 1. Keith Fournier | 1988 M3 |
| 2. Pete Gleeson | 1989 M1 |
| 3. Pete Gleeson | 1989 M3 |

Class 3—Early Cars

- | | |
|------------------|---------|
| 1. Dante Morelli | 2002 M5 |
| 2. Rick Selby | 1999 M3 |
| 3. Rick Gulstrom | 1999 M3 |

Class 4—Small Cars

- | | |
|------------------|------------|
| 1. John Schuster | 2011 1M |
| 2. Max Strunc | 2011 1M |
| 3. Skip Holeman | 2011 328xi |

Class 5—Big Cars

- | | |
|--------------------|---------|
| 1. Marlon Famliton | 2008 M5 |
| 2. Gary Ostrom | 2008 M5 |

Class 6—X Class – Best X

- | | |
|-----------------|---------|
| 1. Ariel Marbas | 2007 X3 |
|-----------------|---------|

Class 7—Z Cars

- | | |
|--------------------|-----------------|
| 1. Bradley Husick | 2002 M Roadster |
| 2. Suzette Debutts | 1999 M Roadster |
| 3. Bruce Eskeberg | 1999 M Coupe |

Class 8—Featured Car – 6 series

- | | |
|--------------------|-------------|
| 1. Steve Melrose | 1988 M6 |
| 2. Steve Benishkre | 1970 2800CS |
| 3. Andrew Isar | 2006 650i |

People's Choice

- | | |
|---------------------|-------------|
| Stephen/Joel Norman | 1938 327/28 |
|---------------------|-------------|

Griot's Preservation Award

- | | |
|---------------|---------|
| Steve Melrose | 1988 M6 |
|---------------|---------|

Best of Show

- | | |
|---------------|---------|
| Dante Morelli | 2002 M5 |
|---------------|---------|



Paul Melrose prepared four E24 6 Series for the show, including the class winner.



de-Anna Martin presents two trophies to Pete Gleeson for two of his 3.0 CSLs.



Dante Morelli's beautiful E39 M5 took home Best in Show honors.



BMW Seattle brought out a new Gran Coupe and an M6 Cabrio in San Marino Blue.



The judges hard at work.



PRO3 was represented by the Hieronymus and Richert cars.



Past President Mike Ellis brought out an Isetta and 600 from the LeMay Collection.



The M1 features Italian styling and German engineering.



The judges look in vain for dirt.



From left, Best-in-Show winner Dante Morelli, Club President Michelle Miller and BMW Seattle's Marty Blanchard.



Keith Fournier's perpetual winner and the nicest E30 M3 in the Club.



Pete Gleeson's fleet of 3.0CSLs.



A rare Neue Klasse four-door in a very non-traditional color.



The winners display their beautiful trophies.

2012 Concours d'Elegance *Continued from page 9*

Best of Show is the product of a secondary judging of the class winners. All these cars are so well cared for that choosing the best is very difficult. The judges had to try and find the most minor flaws to eliminate cars from consideration. In the end, Dante Morelli's 2002 M5 was picked. It begs belief that this car is ten years old and has over 55,000 miles. I looked closely and the car appears to be factory new in every way. How is this possible? Amazing. The Best of Show trophy was awarded by Marty Blanchard representing BMW Seattle.

Thanks All!

It takes a lot of people to put on our Concours d'Elegance. First and foremost, the event chairman, for the second year, Steve Questad, did yeoman's work before, during and after the event. Rick Gulstrom, Chief Judge, and his crew did a great job being fair and thorough. A bunch of board members and general members staffed registration, helping with parking, sold shirts and compiled scores. Thanks to all of you for volunteering.

Our primary sponsor, BMW Seattle, besides bringing out the beautiful cars also bought the stunning trophies. Griot's Garage also helped make the

event possible with their support. Your Art Now also contributed to the show for the third year in a row.

The Future

As mentioned, this was our thirty-second year for the Concours d'Elegance. The variety of BMWs at this show was the best we've ever had. But the turnout, in terms of sheer numbers, was down a little and the crowd was smaller. So the board is beginning to discuss how to make this event more appealing in order to draw more of you out.

Does the name *Concours d'Elegance* make it sound too intimidating for potential entrants and too stuffy? Should the event be non-judged, more of a "show and shine?" We restructured the classes this year. Should they be shuffled again? Should entering be free? We would like your feedback. Please direct any and all comments to Steve Questad, Concours Chairman, at s.questad@comcast.net. Let's continue to improve this event and keep it going for another thirty-two years.



Photo by Paul Sanders.

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Dyno Event Recap at Kirkland's Carburetor Connection

AT THE 10TH ANNUAL BMW CLUB DYNO EVENT, curious Club members were ecstatic to flog their cars at Kirkland's Carburetor Connection (www.carbconn.com). Great conversation, BBQ burgers and roaring engines surrounded their 4wd Chassis Dyno Jet 248C.

Modifications were put to the test by nearly all twenty-three entrants. We loved the diversity of BMWs showing their teeth from Mike's classic 1969 BMW 2002 to Rod's monstrous 1995 BMW M3. However, BMWs were ousted from this year's highest entry with Bregman's Mustang 5.0 boasting 545 rwhp.

Let's have a look at the impressive turnout. Modifications denoted as '---' were either stock or undisclosed. For conversion to flywheel horsepower, use 18%.

Car	RWHP	Torque	Modification
2011 Ford Mustang 5.0	545	483	Paxton Supercharger, O/R H-Pipe, Roush Axle-Back
1995 BMW M3	444	357	M5x/55x Frankenstein TRM Stage 2 Turbo, Forged Internals
2008 BMW M5	432	320	M5 Steam Caps, E-Race Exhaust
2007 BMW 550i	414	381	---
2011 BMW M3	352	253	---
2010 BMW 135i	335	385	Cobb AP, Berk Exhaust
2010 BMW M3	331	249	ECU Chip, Exhaust
1996 BMW 318ti	325	269	---
2000 Chev Camaro SS	310	318	Cold Air Intake, Cat-Back Exhaust, Smooth Bellows
2002 BMW M5	303	318	Dinan Exhaust, K&N Filters
2011 BMW 135i	284	291	PPK1, Exhaust
2001 BMW M3	270	222	Dinan High Flow T-B, Software, Intake, Tubi Exhaust
2012 BMW 328i	233	255	---
2008 BMW 328i	212	190	Secondary Cat Deletes, Performance Exhaust
1998 BMW M3	212	215	Dinan Exhaust, AFE Air Intake
1995 BMW M3	212	207	---
1997 BMW M3	211	212	Dinan Stage 2 CAI + Chip, B&B Cat-Back Exhaust
1988 BMW M5	199	206	---
1996 BMW 328i	186	193	Ported Head
1992 BMW E30 Vert	180	171	M52 OBDI
1995 BMW 325is	174	163	Conforti Chip, CAI, Underdrive Pulleys, HP Ignition Coils
1986 BMW 325e	124	145	731 Head, Mark D Chip
1969 BMW 2002	89	107	---

A Big thanks to Alex and his crew at Carb Connection for sharing their expertise and hard work for us at a discounted fee. The next Dyno event is sure to bring out more entrants and exciting numbers.

Kevin Anderson, Dyno Event Coordinator

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Autocross Report

CLUB MEMBERS are having fun weaving through the cones and testing out the German engineering in their ultimate driving machines at the Porsche Club Autocross events. Each event returning competitors are getting faster and faster. Do you want to try it? Autocross is a great social, competitive driving event to help you hone your driving skills and put your suspension to work.

Check out our Club website at bmwpugetsound.com for links to registration and for more information. You will need to bring your current BMW CCA membership card and driver's license with you to the event. Cost is \$30 for pre-registered participants. BMWs will register in the Time Only BMW class. More information is available at: <http://pnwr.org/Track/autocross/default.asp>

If you have any questions, please contact Michelle Miller, wearthemillers@clearwire.net or 253-334-9948.

Pacific NW Porsche Club Autocross Schedule

All events to be held at Bremerton Motorsports Park.

9/1 Auto-X #7
9/29 Auto-X #8
10/20 Auto-X #9



Photo by Brent Jones.

Zachary uses all the M5 torque to pull him out of the corners.

The PRO3 Line

PRO3™

PRO3 Goes to Indy!

JUST WHEN YOU THOUGHT PRO3 WAS ONLY A LOCAL RACING CLASS specific to the Northwest club racing scene, something big happened to remind us that our little ol' PRO3 grid has the potential to thrust someone into greatness!

Admittedly, even for me, that statement might be a bit of a stretch, but then again, maybe not! You might have missed the announcement, but The Grand-AM Continental Tire Series held its first-ever road course race at the legendary Indianapolis Motor Speedway on July 27. The yard of bricks was host to the GS and Street Touring (ST) classes of sports cars racing in Grand AM and the inaugural event was very well attended with over seventy cars between the two classes on track taking the green flag.

PRO3 driver (Tic-Tac #102), BMW CCA-PSR member, and Alaska resident Dan Rogers had the honor of starting the *BimmerWorld* Brakleen #82 328i in the large grid. Dan worked his way up from the 26th position to 18th before turning the car over to co-driver, Seth Thomas. Seth then worked his way up to second when the threatening clouds above finally opened up and created dangerous conditions on track—enough to cause a red flag situation, stopping the race until the track could drain off the excess water. At the re-start, Seth

continued his work behind the wheel and was able to edge out fellow *BimmerWorld* teammates, John Capestro-Dubets (James Clay, Co-driver) in the #80 to grab first place and hold on through the checkered flag!

Dan and Seth will forever hold the distinction of winning the Street Touring class in the first-ever Grand-AM sports car race held at Indianapolis Motor Speedway. This was Dan's first professional victory in the series, and his experience was summed up accordingly, "It's pretty incredible," said Rogers. "How many people can say they won their first professional race at Indianapolis? Not very many, I'm sure. The guys did a great job on the car; it was transformed since the last few races and our engineer and crew called an amazing race strategy. I figured we had a shot at winning this year, but you never think it's going to come at a place like Indy."

Needless to say, the local PRO3 ranks are very proud to see one of our own perform so well on a national stage—and such a prestigious stage at that!

Let the swashbuckling begin!

It is that time of the year again when the member clubs of ICSCC (BMW CCA-PSR included) gather up their respective voting members (that's the drivers) and convene at various meeting places throughout the northwest to discuss making necessary changes to the ICSCC



PRO3 Hero Dan Rogers sets a personal best for most headgear at one time.

Competition Regulations for the 2013 season (and beyond).

ICSCC is the only sanctioning body in the country where its rules are established and altered by the drivers through a specific process of submitting changes, then voting on those changes as a collective body. The process works remarkably well and truly empowers the participants of Conference racing to make changes to the rules that govern our racing. As much as you might think that after fifty years, the ICSCC Competition Regulations should be well-established and not require much change, but you'd be mistaken! We see rules changes of all kinds and causes every year. Everything from how race weekends are organized to what tire is allowed in Formula Vee and everything in between.

If you are an ICSCC licensed driver, then you designated one of the member clubs as your chosen "voting club." For some of you, that's the BMW CCA; for others, that might be clubs like IRDC.



Dan Rogers negotiates the Indy infield in the *BimmerWorld* #82.



Dan Rogers and his Bimmerworld teammate Seth Thomas kiss the sacred bricks at the Indianapolis Motor Speedway.

Your contest board representative will have notified you via email or other media by now of the pending rules meetings coming up.

Any questions about this process can be addressed to your respective contest board representative:

BMW CCA Contest Board Representative:
Scott Hendrickson; scottbh54@msn.com

IRDC Contest Board Representative:
Michael Olsen; rickshaw_racing@yahoo.com

As tends to happen within PRO3, we start discussing the rules and how we

might improve the class and participation levels through rules changes. And yes, there is plenty of disagreement regarding just how we should improve our competition levels within the class. One of the many aspects of PRO3 that highlights how strong this group is, has to do with how we resolve those disagreements. Our rules discussions, although sometimes spirited and possibly with some minor shots-across-the-bow of a fellow competitor, generally always end in an amicable and accepted compromise of how the class will look going forward.

Be sure to be a part of the process! The age old adage applies here, just like in politics: "No vote, no gripe!" You cannot sit back and watch the process change the rules in front of you, then complain later when it goes a direction you are not favorable to without having said anything to change that. Better yet, reach out to your contest board rep and inquire if there is a way that you might be more involved in the process than simply attending a meeting and casting a vote (although, that is just as important!) Enough of that; you know what you need to do.

In the Meantime, We're Going Racing!

The lengthy series closes out with a double race at Mission Raceway Park in Mission, BC over Labor Day weekend. Come on out and watch some great PRO3 action on track!

Michael Olsen is a BMW CCA Club member and drives the Spirit Halloween Superstores PRO3 car #130 in local ICSCC competition racing rickshaw_racing@yahoo.com www.pro3-racing.com



PRO3 Driver Dan Rogers celebrates his first pro win on the Indy podium. The trophies are somewhat larger than awarded in Conference races.

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The BMW M Story. 40 Years BMW M GmbH. *Part 3*

Details about specific BMW M models noted in the release pertain to the European market and may not coincide with model introductions in the U.S.

A world-first achievement in transmission technology: SMG

As far as transmission was concerned, BMW M GmbH became the first car maker in the world to introduce the Sequential M Gearbox (SMG), offering this unique technology in the M3. Based on the conventional M3 gearbox, SMG activates the clutch electro hydraulically when changing gears. So from now on the driver of the M3 no longer had to press down the clutch pedal, but was able to shift gears instantaneously simply by pulling or pushing the gear lever up and down one level. While some drivers were a bit skeptical about this new technology at the beginning, SMG soon boomed in the market, almost every other BMW M3 being fitted with this type of SMG gearbox by the time production came to an end.

Also in 1995, another engine with M Power scored an outstanding triumph: This was the big six-liter 12-cylinder based on the 750i engine powering the closed-top McLaren sports car to victory in the 24 Hour Race at Le Mans. Four-valve technology, a titanium crankshaft and an aluminum clutch helped to give the V12 maximum output of more than 600 hp. Once again it was an engine designed and built by Paul Rosche, who created the F1 together with McLaren director Gordon Murray as the ultimate road-going sports car.

A few years later in 1999, BMW celebrated the greatest success with this power unit, the BMW V12 bringing home overall victory at the legendary 24 Hour Race in Le Mans.

By this time, however, the engine was no longer a product of M GmbH. BMW Motorsport Ltd was established in the United Kingdom in late 1995, taking over all of BMW's motor-sport activities. Since then M GmbH has concentrated on the three areas of BMW M Cars, BMW Individual and BMW Driver Training.

The muscle twins: M roadster and M coupé

The next sports car boasting that symbolic M at the rear entered the market soon after in 1997: The M roadster starring as the Ultimate Driving Machine in every respect is more than just a thrilling combination of the Z3 roadster with the 321 hp power unit of the M3. For at the time this unique muscle machine was also the highlight within the BMW roadster line-up. And the M coupé following shortly after the M roadster is a thoroughbred sports car of the highest standard, again featuring the M3 power unit and based on the M roadster, but with its own very special character. Indeed, the M coupé combines supreme agility and dynamic driving performance

in a body offering not only driving pleasure, but also practical advantages in everyday motoring. Two golf bags, for example, fit easily into the attractively styled rear compartment.



1998: The M5 with its 400 hp 8-cylinder

In 1998 the engineers of BMW M GmbH introduced the third generation of the BMW M5, opening up an entirely new dimension of driving dynamics in this part of the market. Naturally, understatement was once again the name of the game in creating this high-performance top model within the successful 5 Series. This is precisely why only the connoisseur can tell the new M5 from outside, focusing on the redesigned front skirt with its extra-large air scoop, the wide light-alloy wheels and the four tailpipes already well-known from the M roadster and M coupé.

For the first time the heart of the M5 is an all-new 8-cylinder offering the ultimate in power and torque: Maximum output is around 300 kW (400 hp) and torque peaks at around 500 Nm (369 lb-ft). And like its predecessor, the new M5 again features an ultra-precise and smooth six-speed manual gearbox.



Photos by BMW Press.

2000: Entry of the third M3 in an exciting new design

Over the years the engineers at BMW M have set the standard not only in engine technology, but also with the chassis and suspension, for example on the third-generation M3. Making its debut in the year 2000, the M3 featured the compound brakes, with floating brake disks combining the advantages of better heat dissipation and a longer service life than regular systems. This new BMW M3 offered a bit more of everything: more power, more performance, and more unique style. In simple facts and figures, this means 343 hp, 365 Nm (269 lb-ft) and acceleration from 0-100 km/h in 5.2 seconds. And contrary to its predecessor, the new M3 once again expressed its outstanding performance and driving qualities more clearly through truly exciting design. Nothing had changed about the M3's ability to cope with everyday road-going situations.



It remained a high-performance automobile which once again took on the lead role in its class thanks to the combination of outstanding characteristics.

One year later, the M3 took off its road-going suit and donned racing overalls. The M3 GTR lined up on the starting grid of the American Le Mans Series with a four-liter eight-cylinder under the bonnet for the first time. The racing car with the characteristic air scoops in the bonnet and the powerful rear airfoil proved superior on the race tracks of the USA and won the Championship in the GT Class—an appropriate prize to celebrate the 30th birthday of M GmbH in 2002.

2003: The resurrection of the CSL

Celebration in true BMW style: With the development of a very special car, the M3 CSL. The three letters represented “Coupé Sport Lightweight” and this essentially said it all. Roof, center console and door panels were made of carbon-fiber reinforced plastic, the rear window was lighter, and numerous features providing creature comforts were simply eliminated. Powered by the engine tuned to 360 hp, the CSL was a superb performer on the tightest corners and provided impressive testimony to this ability. On test runs, the car went round the North Loop of the Nürburgring in 7:50 minutes, which was an outstanding time for a vehicle in this class. In 2003, the CSL was launched on the marketplace and all 1,383 cars had been sold within the space of a few months.

Continued on Page 18

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The BMW M Story. 40 Years BMW M GmbH. *Continued from Page 17*

Meanwhile, the M3 GTR was consigned to the pits and no longer permitted to race – the US regulations had been changed.

Yet the 3 Series powered by an eight-cylinder engine was far too young and competitive to be put out to pasture. It was modified and made ready for endurance races on the Nürburgring. And the success was impressive. In 2004, the M3 GTR celebrated a spectacular one-two victory in the 24 Hour Race at the Eifel – and repeated the feat a second time in the following year.

2004: The ten-cylinder M5 and M6

At the latest since the turn of the millennium, not a year has passed without an M automobile making headlines. In autumn 2004, the new M5 was making waves after its predecessor broke through the barrier of 20,000 vehicles manufactured. This most aristocratic 5 Series car was the most powerful ever built: five liters displacement, ten cylinders, 507 hp power, 520 Nm (384 lb-ft) torque, and engine revs beyond the 8,000 barrier. These statistics highlighted the separation between the car for road-going use and the car for ambitious racing in a way that had never before been witnessed.

The performance values of the fourth-generation M5 once again defined the benchmark in the segment for powerful sports saloons. Power was increased by more than 25 percent compared with its eight-cylinder predecessor—the M5 exceeded the magic mark of 100 hp per litre. Its specific power was therefore at the level of motor sport. The interplay of the V10 engine and the seven-speed SMG permitted performances that far exceeded those of other series saloons. The sprint from 0 to 100 km/h took just 4.7 seconds and the speedo needle hit the 200 km/h (124 mph) mark after around 15 seconds. The electronic limiter generally cut out at a speed of 250 km/h (155 mph).

The M6 followed just months later with the same power unit. The chassis could be adjusted at the touch of a button, and like the M3 CSL the big coupé had a roof made of carbon fiber. Naturally, the M6 could also race faster than the factory-limited 250 km/h (155 mph). BMW therefore offered an increase in top speed accompanied by driver training on a closed track.

In 2006, M GmbH expanded its portfolio to include the new sports-car generation—the BMW Z4. The Z4 M roadster and the Z4 M coupé were fitted with the formidable 343 hp six-cylinder engine from the M3, which powered the two-seater up to 250 km/h (155 mph).

A dozen works racing cars were created on the basis of the coupé. They were powered by a six-cylinder tuned to 430 hp and they generally drove the competition into the ground. Eleven out of the 16 races in the VLN Endurance Racing Championship Nürburgring went to the Z4 coupés in 2009 and 2010. Since 2010, the successor has been known as the Z4 GT3, a racing version of the current Z4 Roadster with a 4.4-litre eight-cylinder for motor-sport customers.

2007: The first BMW M3 with eight cylinders

After 15 years, in 2007 a new engine in the new M3 generation replaced the outstanding straight six-cylinder engine that had won the “Engine of the Year” award several times. An eight-cylinder engine was fitted for the first time in the coupé and the saloon launched shortly afterwards. The new V8 engine generated power of 420 hp from a displacement of 3,999 cubic centimeters. Around 85 percent of the maximum torque of 400 Nm (295 lb-ft) could be called up over the enormous rev range of 6,500 rpm. Power was transferred to the rear wheels through a six-speed manual gearbox and a completely new rear-axle differential. Particularly in the coupé, the design engineers once again used lightweight construction. The positive experiences with other M models led to the roof also being made of carbon-fiber reinforced plastic and the engine bonnet was made of aluminum.



Three decades after production of the first series model was launched, BMW M GmbH supplied the 300,000th vehicle in 2008. The vehicle portfolio of BMW M GmbH had meanwhile expanded to nine models. The automobiles were powered by engines that derived their unique characteristics from the high-revving concept: straight six-cylinders with 343 hp in the BMW Z4 M roadster and in the BMW Z4 M coupé, V10 engines with 507 hp in the BMW M5 and the new BMW M5 Touring and in the BMW M6 Coupé and BMW M6 Convertible. M GmbH also posted significant growth in the sale of sports packages which were meanwhile available for the models of the BMW 1 Series, BMW 3 Series, BMW 5 Series and BMW 6 Series, as well as for the BMW X3 and the BMW X5.



2009: The turbo returns with muscle as the power unit of the future.

This naturally meant that expansion now really started to take off. The high-performance character of automobiles produced by BMW M GmbH was first transferred to the segment of BMW X models with the BMW X5 M and the BMW X6 M in 2009. The development yielded a new V8 high-performance engine whose performance characteristics were precisely tailored to the character of the two models. The 555 hp M TwinPower Turbo was the world's first power unit featuring an exhaust manifold overarching the cylinder bank and Twin Scroll Twin Turbo technology. The turbocharger and catalytic converters are positioned in the V space between the cylinder banks. This configuration produces the spontaneous response typical of M and delivers linear development as well as permitting uniform torque development.

That same year, BMW M GmbH developed an extreme athlete based on the BMW M3 Coupé for customers who had particularly demanding requirements for the performance characteristics of their vehicles. This model was also suitable for racing in club sport events. The BMW M3 GTS was produced at the manufacturing facilities of BMW M GmbH exclusively on customer request. The modifications geared to deployment in motor sport comprise the drive and chassis technology, the bodywork and the interior. Design principles and technical details derived directly from motor sport defined the eight-cylinder engine with a displacement expanded to 4.4 liters and power increased to around 450 hp.

Today: Highly charged company for high performances

At the end of 2010, M GmbH again expanded its product range and presented the 1 Series Coupé, a 340 hp car in the compact class. The straight six-cylinder with M TwinPower Turbo and

petrol direct injection had an easy time with the muscular lightweight vehicle. This is obvious with a power-to-weight ratio of just 4.4 kilograms per hp. A few months later, the new M5 came along with a newly developed eight-cylinder turbo packing 560 hp and a top speed of up to 305 km/h (190 mph).

M goes Diesel.

40 years after the foundation stone of today's M GmbH was laid, the experts in athletic driving turned their minds to a new project—the BMW M Performance Automobile as an expansion of the model range with a clear focus on athletic performance and unrestricted road-going capability as well as outstanding efficiency. The new product category was launched with four models: BMW M550d xDrive Sedan, BMW M550d xDrive Touring, BMW X5 M50d and BMW X6 M50d. The heart of these cars was a new straight six-cylinder diesel engine developed with three turbochargers and power of 381 hp exclusively for BMW M Performance Automobiles.



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Correction

In our coverage of the E30 Picnic we had an error in our photo credits. The accompanying photos should have been credited to Stacey Vandiver. We apologize for the error.



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