



Zündfolge

May/June 2013



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KALENDER

June 2

Burgers & BMWs #3. Join us 10 a.m. to 3 p.m. at XXX Root Beer in Issaquah.

June 4

Deadline for the July August *Zündfolge*.

June 7-9

Red Mountain Wine Tour.

The event is sold out.

June 8

Autocross with the PCA. Check out the Club website for all the details at www.bmwpugetsound.com

June 21

Track Day at Pacific Raceway.

All the details in this issue.

June 22

Dyno Event & BBQ. Begins at 10 a.m. at Carb Connection in Kirkland. See article in this issue and reserve your spot with Jeff Butler by emailing jeff@hauryscollision.com or calling 206.365.1565.

June 25

Board Meeting.

 Members welcome.

RSVP to president@bmwpugetsound.com.

June 29

E30 Tech Session by R3V Limited.

Start off the E30 Weekend with your E30 friends. The location is Griot's Garage in Tacoma. See more in this issue.

June 30

E30 Picnic at LeMay Marymount in Spanaway.

See article in this issue.

July 28

Concours d'Elegance. The 33rd annual BMW Seattle Concours d'Elegance & Heritage Picnic will once again be held during the IKEA Renton River Days Festival at Cedar River Park.

July 27-28

Autocross with the PCA in Packwood.

Check out the Club website for all the details at www.bmwpugetsound.com.

August 19-24

Oktoberfest. The biggest national club event comes to the West Coast. Better yet, it will be centered around Laguna Seca Raceway. Visit www.bmwccaofest.org.

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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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BMW Dyno Day and BBQ Event

Saturday, June 22, 10 a.m. start

AKA gearhead get-together, bench racing session with proof or just all around good time with car show and food.

It's time for our ninth annual Rubber Meets the Rollers event. Come out and give your Bimmer a good flogging and let's see what kind of horsepower it really makes. This has been a great event in years past and we expect a good turnout this year. I'm thinking of several E90 M3s in the Club that would be nice to see run. I will have my nicely modded E36 M3 completed with a fresh engine out for a run as well as the ultimate loaner car with some modification. How about a new twin turbo M5 or M6? I know a certain '57 Chev with aluminum heads and a roller cam that runs mid to low 11s I would like to see run (Doug).

Alex and the guys at Carb Connection in Kirkland are hosting our dyno tech session for our Club at a discounted rate. We will pay only \$75 (normally \$145) to run our cars on their Dynojet 248 4wd chassis dynamometer. Make up to three runs and get a printout of your car's actual horsepower and torque at the wheels as well as air/fuel ratio. Bring a flash drive and they will save the file for you.

The Club will be providing the barbeque and other refreshments around noon. There is plenty of parking on the backside of the building by the dyno room, so whether you're going to run your car or not, join fellow gearheads in having a great time.

Jeff Butler, Tech Events Chair

Carb Connection
13611 NE 126th Place, #240
Kirkland, WA 98034

RSVP required to Jeff Butler
jeff@hauryscollision.com

12th Annual E30 Picnic Weekend! June 29–30



Photo by Curtis Creager.

E30 Tech Session

Sponsored by R3V Limited
Saturday, June 29, 1–4 p.m.
Griot's Garage
3333 South 38th St, Tacoma 98409
www.GriotsGarage.com

We'll be covering various topics in one-hour blocks all afternoon. Sponsored by R3V Limited.

E30 Picnic

Sunday, June 30, 10 a.m.– 3 p.m.
LeMay Collection at Marymount
325 – 152nd Street East, Tacoma 98445
www.LeMayMarymount.org

Sunday will be the traditional E30 Show & Shine starting at 10 a.m. The E30 Picnic has evolved into the largest gathering of E30s on earth. We are planning on 200+ E30s that day, so be sure to be part of the fun! All E30s are invited, from garage queens to daily drivers (like mine!).

Register Early and Save!

Receive a discounted entry fee by registering at www.pugetsoundbmw.motorsportreg.com—the only place this year to register for the E30 Picnic. Cost is \$12 for BMW Club members, \$15 for non-members. Early registration closes at 6 p.m. on Thursday, June 27. You can also register on site the day of the show for \$20, cash only.

All Club Members Welcome!

There is no cost to visit and view the E30s. See www.E30Picnic.com for all the latest information. See you there!

Lance Richert, E30 Picnic Chairman
lance@richernet.com, 425-443-2188



ON THE COVER:

Our cover photo was shot by Paul Sanders at last year's Concours d'Elegance. Pictured are the beautiful 3.0 CSLs owned by member Peter Gleeson.



Burgers & BMWs #3

Sunday June 2, 10 am-3 pm

Triple XXX Root Beer Drive Inn

98 NE Gilman Blvd.

Issaquah, WA 98027

Hosted by: BMW CCA Puget Sound Region

AN ECLECTIC LINE UP of BMWs spanning 50 years will be parked at the XXX Root Beer Drive-In in Issaquah on Saturday, June 2. Everyone is invited to

bring your BMW or have your friends drive all the BMWs in your collection! YOU are the show! Eat a burger, drink root beer, bench race, kick tires and meet new and old Club members. Invite your friends and don't forget your camera. Last year we had over 200 BMWs parked in the lot; let's try for even more! Any questions contact Rick Gulstrom at 425-644-1446 or email rick@gmsarch.com.



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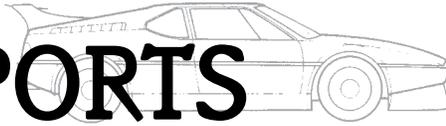
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MOTOR SPORTS



Hey Motorheads, there is another track day coming up: June 21, 2012 at Pacific Raceways!

THE FIRST HIGH PERFORMANCE DRIVING SCHOOL (HPDS) and Car Control Clinic (CCC) of the year were held on April 19 at Pacific Raceways. For those of you who were there, we experienced some rainy weather. Okay, let's be honest, it was an epic rainy track day! However, it was a chance to hone wet weather driving skills, skills that directly translate to every day driving here in the Northwest. I drove my 318is out to the limit in pouring rain. A rudder installation did help, by the way. I worked on being very smooth going into corners and exiting by unwinding the wheel very carefully and squeezing on the throttle. It is important to view each HPDS and CCC as learning experiences regardless of the weather. Yes, it is more fun to go fast, but learning precise car control in wet weather conditions is equally important.

Everybody deserves a second chance and that is what you have on June 21; a second chance to attend a Car Control Clinic (or High Performance Driving School). Our next event is on June 21, a Friday. Make sure you register early at <http://bmwpugetsound.motorsportreg.com/>. If you are attending the HPDS, make sure you have time to get a tech inspection of your car. Your tech inspection is good for all of our Club's 2013 track events. Participation in track events is really the only way to properly appreciate the abilities of these amazing cars.

On February 23, many of your BMW instructors took a refresher course in the rules, regulations, and to remind us of the teaching points needed to be covered during HPDS. Some of the highlights of the course are: "Three-minute interview with you the student," "How to Teach," Methods and Skills," what to teach based on the experience and skills of the student, "Debriefing and Critiquing." This information helps the instructors become the best (I think we are the best instructors now) when

we are teaching you the skills to drive your BMW in the Car Control Clinic or the High Performance Driving School on the track.

One of the tools we use for instruction is called "The three-minute interview." Those who have been to the track before will recognize the questions. This tool is designed to quickly convey and gather a great deal of information. Olly Downs, from the Porsche Club, recently sent out the following outline to instructors for the May 3 event at the Ridge as a refresher for instructors.

The Three-Minute Interview

SOCIAL

- What do you do in real life? What are your hobbies?
- Is this your car? How long have you been driving it?
- How are you feeling? Nervous is good!

TECHNICAL

- Do you have any previous high-speed driving experience?
- What sort of changes have you made to the car?
- What kind of tires? What kind of brakes?
- Do you do your own vehicle maintenance?

SAFETY

- Where are the passing zones/corner stations?
- Should we review the flags?
- Review emergency procedures (wheels off—stay off—slow down)

DIRECTIVE

- Words or phrases, with hand signals
Brake (squeeze on, squeeze off)
Accelerate/Lift (roll on, roll off)
Track right/Track left (observe fog lines)
Six Cornering Steps—brake, shift, turn-in, apex, accelerate, and exit
Unwind (let steering wheel relax and return to center)
Apex (early apex is unsafe, late apex is safe)

Shift (minimum shifting, short shifting)
Brake, Shift, Turn-in (never shift in a turn)

- Communication is two-way
- How do you learn best; auditory or visually?
- Do you like things explained? To read about it? To see it demonstrated? To just "do it?"

GOALS

"We are going to concentrate on"

- **Vision** (looking ahead and up) (Look where you want to go)
- **The safest line** (turn-in, apex, exit, in slow-out fast)
- **Braking** (always done in a straight line before turn-in)
- Being **gentle, smooth** and **progressive**, keeping the car **balanced** at all times
- Keeping your car on the pavement and **driving it home**

Your instructor will touch on these questions through the entire day, probably more than once, for two reasons. One, our job is to ensure that students have fun, learn a great deal, and become return drivers. Most importantly, these are safety issues. At 100 mph, your car is traveling 150 feet/second! It is important that driver and instructor be communicating and functioning as a team. Goals for the day can be discussed and the three-minute interview can be greatly extended.

Okay, start thinking warm, sunny thoughts for the June 21 track day!! Get your car ready and have fun!!

See you at Pacific Raceway June 21.

*Steve Libby, Vice President,
and Instructor
Slibby57@gmail.com*

*Rick Gulstrom
Track Event Coordinator
rick@gmsarch.com*



2013 Concours d'Elegance and BMW Heritage Picnic

July 28

Sunday, July 28, 2013 • Cedar River Park, Renton • Sponsored by BMW Seattle and Griot's Garage

Schedule

9:30 am	Begin check in and parking of Judged and Display BMWs
11 am	All Judged and Display BMWs checked in
11:30 am	Judging begins, all hands off Judged BMWs Activities for children Griot's Garage detailing demonstrations
2-3 pm	Awards and Raffles (time approximate)

BMW Seattle



MARK YOUR CALENDAR NOW for the 33rd Annual BMW Seattle Concours d'Elegance & Heritage Picnic at Cedar River Park in Renton on July 28, 2013. Come out this summer day and experience the heritage that is BMW. This will be a special day for BMW enthusiasts of all levels to come together and enjoy a fine display of cars and the camaraderie of fellow owners. And it's a great event for the whole family, as the show is part of the Renton River Days Festival annual event and includes music, arts and crafts and many other family activities.

Featured Car: 7 Series Lineage

This year's featured car is the 7 Series. BMW introduced the full-sized luxury 7 Series in 1977 with the E23 platform, and ever since, this flagship model has defined many of the new technology features that trickle down the other vehicles in BMW's lineup. This year's featured car category includes all models of the 7 Series. Whether you drive a classic E23, one of the more recent E32s or E38s, or a modern E65/E66 or F01, make plans to bring it to Renton this summer and take center lawn with your fellow 7 Series owners as we marvel at fine examples of BMW's flagship sedan.

Participant Classes

You can participate in one of two classes in this year's event—Judged Class or Display Class. Judged Class enters your car for review by the Concours d'Elegance judges, with beautiful etched glass trophies awarded to the category winners. The noncompetitive Display Class allows you to display your car alongside the judged cars. Our Premier Sponsor BMW Seattle presents a Best in Show award to the judged contestants, and cars entered in both classes are eligible for the coveted People's Choice Award. All cars, both judged and display, will be arranged on the lawn by car class

groups, which means similar cars park together regardless of whether they are judged or display only.

Judged Class

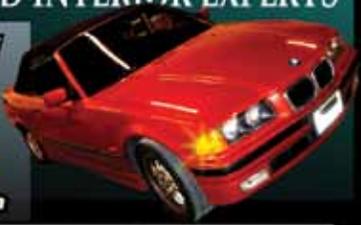
Cars are judged for overall cleanliness and condition in three major areas: exterior, interior (including the trunk), and engine bay. The underside of the car is not judged. A three-member team reviews each car, and their independent results are tallied to determine the first, second, and third place winners for each car class category. This process is designed to be as fair and objective as possible. For class competition, bonus



All photos in this article are by Paul Sanders.

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points are awarded for mileage, which evens out the competition for cars with high miles versus those with low miles. You can read about the specific criteria the judges use to evaluate a car, and the overall judging philosophy that guides this event, on the Concours d'Elegance event listing on the Club website.

The Best in Show award is presented by BMW Seattle. This award is determined by taking the top BMW from each class, arranging them side by side for final review by a three-judge team, and evaluating the results. Previous scores are not considered, as the judges review each car again to choose the cleanest, most dazzling BMW on the lawn.

In all cases, cars are judged on cleanliness and condition only, not on

originality. So those of you with modified and custom cars are welcomed to compete alongside fellow participants who bring stock or nearly-stock cars.

To participate in the Judged Class, you must be a current member in the BMW CCA, BMW ACA or Canadian BMW CCBC. You can find membership information and judging criteria on the Club website, and this information will also be available for review at the show.

Display Class

The Display Class is a terrific way to take part in the show for those who don't want to compete, but still want to show off their pride and joy. To participate, all you have to do is clean your car, show up on the lawn in Renton, and enjoy the

fun! Both judged and display class cars will be parked together according to class category, so you can meet and chat with other enthusiasts who own cars similar to yours. Display class is open to members and non-members alike. So if you have a BMW enthusiast friend who is not yet a member, bring him or her along to enjoy the day and experience a BMW CCA Club function.

Children's Activities

The Concours d'Elegance is a great event to share with your entire family. In addition to all the beautiful BMWs on display, the event will feature a tent with activities for the kids to enjoy throughout the day. The Henry Moses Water Park is directly next door if the kids want to cool off, and the Renton River Days Festival will have many other activities nearby for the family to enjoy. There will also be at least one food vendor on site all day to provide you with a delicious choice of meals, snacks, and refreshments during the show.

Show Sponsors

We want to thank our Premier Sponsor, BMW Seattle. Without their very generous contributions each year, this show would simply not be possible. We also want to thank Griot's Garage and Lemay Family Collection for their contributions to this year's show. Our complete list of sponsors for this year's event is listed below. Please offer them your thanks and support.



2013 Event Sponsors

BMW Seattle

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Paul Sanders Photography

www.psweddings.com

High Gear Creative

<http://highgearcreative.com/>

IKEA

www.ikea.com/us/en/



2013 Concours d'Elegance and BMW Heritage Picnic Continued from Page 7

Registration

Register in one of two ways:

Online: Visit www.bmwpugetsound.motorsportreg.com/, locate the Concours d'Elegance event, and complete the registration information. Use your existing account, or create a new user account to register for the event.

By Mail: Complete the registration form on this page, and mail with your payment.

We prefer where possible that participants use the online registration option. If you're on the fence as to which option to use, please go online.

Volunteers Needed!

Finally, this event requires the help of volunteers to make things run smoothly. Most volunteers only need to spend a small amount of time before, during, and/or after the event to help ensure the show is a success. If you can help with administrative activities, event set-up, parking, check-in, judging, the children's tent, clean-up, or other activities, your assistance would be welcomed. Contact Concours Coordinator Steve Questad at Concours@bmwpugetsound.com.

See you in Renton this July!

Rick Selby



BMW CCA Concours d'Elegance & Heritage Picnic Registration
Sunday • July 28, 2013 • Cedar River Park, Renton, WA

Name: _____ BMW CCA #: _____

Address: _____

City/State/Zip: _____

Phone: (____) _____ Email: _____

BMW Year/Model: _____ Class #: _____

Special Features: _____

Volunteer at the BMW tent? Yes No

Comments: _____

Judged Class \$30 (\$40 after 7/20) Display Class \$15 (\$20 after 7/20)

Display Class, nonmember \$20 (\$30 after 7/20)

Credit Card: Visa MC Card Number: _____

Exp (MM/YY): _____ 3 digit code on back _____

Name on Card: _____

Signature: _____

AMOUNT TO CHARGE _____

If paying by check make checks payable to BMW CCA Puget Sound Region.
Send registration to Concours d'Elegance, 8017 24th Dr SE, Everett, WA 98023.
Early registrations must be postmarked by Saturday 7/20/2013.
All mail-in registrations must be received by Thursday 7/25/2013.

Cedar River Park

Just East of I-405 in Renton

1717 Maple Valley Highway & House Way

DIRECTIONS:

I-405 Northbound: Take I-405 northbound to Exit #4 (Maple Valley-Enumclaw). This exit will divide, take the first exit to Maple Valley-Enumclaw (South 169). Turn right at the stop sign at the end of the ramp. At the second light, turn right into the park and follow the posted signs.

I-405 Southbound: Take I-405 southbound to Exit #4 (Renton-Enumclaw). Go through the first stop light and turn left on Maple Valley Highway (South 169). This will take you under I-405. At the second light, turn right into the park and follow the posted signs.

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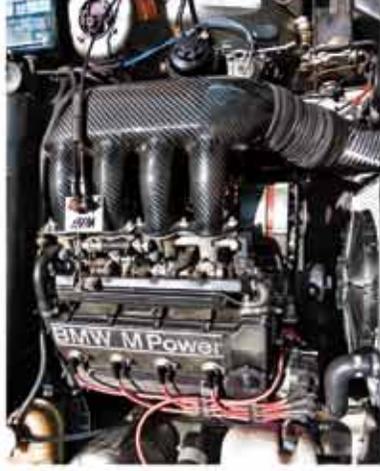
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Die Größte E30-Treffen in der Welt!





12th Annual E30 Picnic June 29-30 2013



BMW Car Club
of America
Puget Sound Region



Tacoma, WA

www.E30Picnic.com

E30 Picnic Coordinator: Lance Richert lance@Richertnet.com
Poster Design: Matt Ferbrache mattferbrache@gmail.com

The History of the 4 Series



RUMORS HAVE BEEN SWIRLING for over a decade now about a BMW 4 Series. BMW has now formally announced the 4 Series, which will be the coupe and convertible versions of the 3 Series. This would finally rationalize BMW's new model naming convention, making the sedans and wagons have odd numbers (1, 3, 5 and 7 Series) and the coupes and convertibles have even numbers. After all, we already have the 6 Series, the 4 Series is now announced and there is a rumored 2 Series. And, of course, we already have the Z4 which was named with this convention in mind but got a little ahead of the rest of the Series. Of course, we have fond memories of the 8 Series and Z8, both of which fit neatly into this scheme.

But the history of the 4 Series? Most Bimmer fans would say "Huh?" The truth is, BMW has had a 4 or 400 Series at least three times in its history. Really.

The First 400 Series

Prior to World War II, BMW had used several ranges of numbers for their products. From 0 to 100 and over 800 were used for aircraft engines. The 200 Series was used for motorcycles and the 300 Series was used for cars.

After the war ended, with the Eisenach car factory in Russian hands and the Munich factory thoroughly bombed out, BMW's prospects were bleak. Virtually all of the machine tools had been crated up and sent to the victors as war reparations. But BMW had a skilled workforce, a few tools they managed to save and lots of scrap aluminum. From this humble foundation, a new product range was devised. Since it was outside the scope of BMW's previous products, a new range of numbers was used: the 400 Series.

The BMW products produced from 1945 to 1950:

	Bicycle trailer
	Bicycle
405, 406	Agricultural implements
407	Hay baler
410	Threshing machine
411	Light motorcycle
415	Tractor engine



The Bristols

Frazer Nash had been the importer of BMW automobiles to the U.K. since 1934. AFN Limited, as the company was called, imported both complete cars and bare chassis which were bodied in England. AFN was active in racing and H. J. Aldington, managing director of AFN, met frequently with BMW engineers Fritz Fiedler and Rudolf Schleicher.

During the war, Aldington had become a member of the board of the Bristol Aeroplane Company. After the end of hostilities, Aldington returned to Munich to renew business relations with BMW. Aldington managed to get much of BMW's pre-war sports car plans,

machine tools and prototypes as war reparations. In addition, AFN became a subsidiary of Bristol, providing access to greater capital than Frazer Nash had ever had. Finally, "Aldy" got Fritz Fiedler out of prison and got him a work permit for England. Fiedler was put to work continuing development of the pre-war BMW 2.0 liter engine from the 328 and working on full cars for both Bristol and Frazer Nash.

AFN continued their sports and competition car heritage using the 2.0-liter, 328-derived engine now referred to as the "Bristol engine." Bristol had no history of building cars but was looking for new product lines to fill the enormous excess capacity they had as a result of the end of the war.

The first Bristol automobile was the 400 which debuted in 1946. It was based on a pre-war BMW 326 chassis, used the 328's engine of 80 horsepower, and had bodywork closely resembling the 327. It even had the double kidney grills of every BMW since the 303 in 1933. In January 1948, Autocar said of the Bristol 400, "Without doubt the Bristol Aeroplane Company at first attempt has produced an outstanding British car." It would have been more accurate, albeit politically incorrect, to say that Bristol had replicated an outstanding German car.

The model number 400 had been suggested by Fritz Fiedler. The logic was that the post-war Bristols were a continuation of the 300 Series cars built by BMW before the war. The Bristol 400 was developed and in 1949 the 401 was introduced. The 401 had a streamlined body, appropriate for an airplane company, but still retained the kidney grills and the BMW-derived drivetrain. A convertible version was offered, called the 402, with a body even further removed from the BMW origins. But the kidneys were still there as was the 2.0-liter inline six.

The 403 arrived in 1953, an evolution of the 401. With the 404, called the "businessman's express" by Bristol, the kidneys were finally dropped, replaced by an opening meant to look like the air intake of a fighter jet of the era. A four-door version of the 404 was also offered, called, you guessed it, the 405.



The Bristol 406 was built from 1958 to 1961. It was the last Bristol to use the BMW-derived engine, in this case stretched to 2.2 liters.

By the end of the 1940s, Fritz Fiedler had returned to BMW where he was instrumental in the development of the large passenger cars, including the 501, 502, 503 and 507. It was Fiedler that suggested the 500 Series numbers. The 300 Series cars from the 1930s and the 500 Series cars from the 1950s neatly bracketed the 400 Series cars from Bristol.

Marine and Stationary Engines

After 1957, BMW used the 400 Series for marine and industrial engines. The first was the M401 boat engine. This use of the number 401 duplicated the 401 bicycle from 1946. However, this was considered permissible since no one would confuse a bicycle with a boat engine. The M401 engine was based on the 3.2-liter aluminum V8 used in the 502, 3200S and 3200CS automobiles. Of course, modifications were made for marine use.

The same engine was offered for stationary purposes. The normal 140 horsepower version was called the M406. A high output version using many developments made for the 507 sports car was called the M407. (Many Club members saw one of these engines in the Abate speedboat owned by member Peter Gleeson and displayed at Munich Evolution in Seattle.)

A range of stationary engines were sold by BMW from 1957 to 1969. These were suitable to power a generator or compressor or even a small vehicle. The M403 was a 300cc single-cylinder engine, derived from the Isetta motor. A later version was sold as the M440.

The BMW 600's engine was also sold for industrial applications as the M404. The 700cc version was sold as the M404B. Other versions were sold for specific applications and used the marketing names M424, M425 and M426. A proprietary unit was sold to Faun-Kraka to power their small off-road vehicle.

From 1965 to 1970, BMW again dipped their toe in the water (couldn't resist) of marine engines. This time, the four-cylinder engines of the New Class were adapted to marine use. The 1.8-liter used the marketing name "410" while the 2.0-liter was called the "411." Yes, you can have a 2002 engine in your boat.

That was the end of BMW's "4 Series," albeit hardly a series, until the recent announcement of the coming 3 Series-based cars. Oh, yes, there was one other use of the "4 Series" by BMW. Remember the X Coupe concept car from 2001? It shocked everyone with its flame surfacing, adventurous cutlines and asymmetrical hatch. But did you know that the concept drawings for the X Coupe used a different name: X4C. X means all-wheel drive, of course and the C is for coupe. And that 4 places it in the BMW hierarchy as half a step up from the 3 Series. It's back to the future.

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A Changing of the Guard

I'VE BEEN INVOLVED IN PRO3 (officially) since October 2005 when I showed up at Pacific Raceways with my four-door e30 freshly from a garage build sporting Novice Closed Wheel #395. There were 11 other active PRO3 cars on the grid at the time and I was quickly and warmly welcomed into the group. As the popularity of the class has grown, and 20+ car grids have become the norm, it has become a challenge to keep track of the new faces in PRO3. Although Seattle remains the primary core of the PRO3 grid, there is significant growth of the class coming from Canada, Spokane and Portland.

Getting to know the new drivers and crew is a good problem to have and it just makes the PRO3 group that much stronger over time. It also means it's that much more important that we make sure to reach out across the paddock to

that unfamiliar face and car and introduce ourselves and welcome that person to the class. You might be surprised at the lasting friendships made in those first few races for someone new.

And in more pressing matters, did you hear that? It was the sound of 19 PRO3 cars simultaneously hitting wide open throttle under a waving green flag and mostly blue skies at Portland International Raceway on Sunday, April 27! That signifies that the 2013 ICSCC points chase is on! Which gets me to the theme of this month's writing; I believe we are witnessing a Changing of the Guard within the PRO3 ranks.

Let's face it: there have been quite a few seasons in the past four or five years with the same names and same faces on the grid and in the results. As is what I believe to be the natural progression of anything like this, you will start to see some new names regularly in the results peppered with a few of us 'regulars'

intermixed in the post-checked flag position listings. There are some rising stars in the ranks that went through the Novice program in 2012 and this season will represent their first full season of racing in PRO3 and ICSCC.

One of the newest drivers behind a PRO3 wheel this year is Cody Smith from Spokane. Cody is no stranger to ICSCC and local racing, mind you. He has driven with Hank Moore on the Squirrels of Fury Chumpcar team as well as driving in this year's Six-Hour IRDC Enduro, demonstrating that he is more than capable at wheeling a racecar. Cody honed his speed skills on the track under SCCA autocross events and rumor has it that he enjoyed some track time on a motorcycle or two as well. To say that Cody is used to going fast and driving at the limit would be an understatement. I prefer to place him in the well-respected category of 'Speed Junky' having earned the Pole Position and then converting that to a win in his first PRO3 race under heavy competition from the likes of Chuck Hurley (P2) and James Colborn (P3). Cody's win also represented the first PRO3 win for the well-sorted Advanced Auto Fab PRO3 car and based on its performance, I would expect this will not be the last!

The top-ten finishers in PRO3 include a gang of young guns collectively known as the BBQ-2U Team supported by Accuracy Automotive. Many faithful readers will recognize John Parker and James Crivellone from their many E30 escapades throughout the years, having joined the PRO3 ranks first as crew and then as drivers in 2012. Joining them on the team is Ben Wilson of Portland, OR, and Novice driver, Chris Anderson of Tacoma. John, Ben, and James all finished in the top-ten and are sure to make a strong showing at Seattle on May 12.

Giving that team a run for its money was relative new-comer, Bill Mann of

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Bellingham. It was obvious from Bill's performance that he's been working on his racecraft in the off season and was ready to hit the ground running. Bill has been able to integrate some of his school-work into his racecar while attending Western Washington University. He created an independent study on suspension setup and even has lab credit for designing and fabricating a tuned header on the car. How many of you PRO3 guys can say that? Not many! I'm starting to feel rather inadequate as a result of all this learnin' and book readin' going on here.

Keep an eye out this season for some of these names to be mentioned with greater frequency. I think the grid attendance will be dominated by newcomers as evidenced by the strength in Novice numbers of drivers with PRO3 credentials.

This is not to say that you've seen the last of the usual suspects, mind you. No sir! A suspect like Fred Wright has threatened to start racing again, and this

time you might see him joined by none other than Pete Bristow. Dan Rogers, when he's not busy winning races at Indianapolis with Bimmerworld will be joining in the fun from time to time, as will James Colborn (even though our token Brit now lives in—gasp—NEW YORK CITY!) Bruce Humberstone (P4) is sporting a cool new livery on his #114 and has brought "Bastos" back to PRO3.

Jason Vein stepped up this year to be the IRDC Race Chairman—a vital and monumental role in making races happen—so when he's not administering race protocols, I suspect you will see him turn a wheel or two. Chuck Hurley, on the same team as Jason, has already planted his stake in the ground with a stellar performance at Portland and I suspect he's going to be stiff competition for the overall prize this season.

Bob Mearns is the IRDC Chief of Tech and he'll be out on track mixing it up with the pack. I would expect Toby Basiliko will make a showing or two, in between potty training and reading

Goodnight Moon for the umpteenth time. And if the stars align, I bet even Kevin York will come out to share some track time with Rob Dunn, Jr.

PRO3 will witness the return of a few father-son and husband-wife teams as well. Lance Richert might forgo one weekend of PRO3 promotion to actually drive a PRO3 car (at speed) if Stephanie Richert lets him. Jim and Jamie Cissell, the father-son team that brought you yellow crocks, broken backs and broken cars are nearly done with Oscar's replacement, Felix. JP and Mindi Nardella will be at the track trying to out-perform each other in their shared car; and Brian Bercovitz and Danielle Hovington are sure to please with a very cool new paint job to their car.

And then there's a bunch of others out there whose names you recognize and presence you miss in the paddock that you hope to see return more frequently to the track: past champions, former stewards and License Directors who all remain visible within ICSCC, but maybe just not visible at Pre-Grid. I hope they all see this as my personal invitation to climb into the car and come meet some new racers. What better way to get to know someone than at T1 at the green flag?

This year promises to be anyone's game, so I wouldn't place those bets just yet. Come on out to your local track during a race weekend and work a turn or volunteer in the paddock to get as close as possible to the action.

*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*



Photos by Doug Berger.

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What you Really Need to Know about Auto Insurance And What Your Insurer Won't Tell You

The following comments and suggestions are based on our experience in handling collision repairs and dealing with insurance carriers on a daily basis as collision repair experts and as operators of a vehicle repair inspection facility. (This information is not intended to be used as legal advice. For legal advice, ALWAYS consult with an attorney.)

ALWAYS REVIEW THE CONTRACT of Insurance (Policy) BEFORE you sign the contract. Price is not the only reason to purchase one car insurance policy over another. Never, never, never buy an insurance policy without reviewing it first. Would you sign a contract in a business relationship or for your home mortgage without reading the contract first? That's what most consumers do when they buy auto insurance. Insurance policies are not all the same. Recently, insurance companies have started to rewrite insurance policies to allow them to determine the settlement amount

you receive based on factors that are not disclosed to you at the time you purchase the policy. These new terms do NOT benefit you as the policy holder.

"After an accident, the insurance company is telling me that I have to go to their drive-in claims center or preferred shop for an estimate or repairs. Is this true?" Absolutely not! It is your property and you have the right to choose where your vehicle is repaired. Furthermore, the insurance company will come to you to inspect your vehicle if they need to; there is no requirement for you to go see them, regardless of what the insurer

says. Your insurer (or the at-fault party's carrier) very well may try to steer you to their preferred shop by telling you that if you choose a repair facility that is not on "their list" that you will have extra out-of-pocket expenses and that the insurer will not warranty the repairs. These are all tactics to steer you to an environment where the insurer is in control, that's all. The bottom line? Take your car to a reputable, certified shop that will work for you and your best interest.

Beware of the Insurance Company's "Preferred Shop." As a former "direct repair facility" for many insurers, I know all too well the pressures insurers put on their "preferred shops." They pressure them to use non-original, re-manufactured, reconditioned and salvaged parts, caps on certain charges like paint and repair materials, discounts (back to the insurer) on parts and labor charges and the list goes on and on. So why does this even

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matter to you? Collision Consulting performs inspections on vehicles that have been repaired at other body shops that are on an insurance company's preferred list. We have documented that 85% of all vehicles that were in a major collision were not only NOT repaired correctly, some were repaired so poorly they were unsafe and required additional repairs costing more than the original repairs or were totaled by the insurance company upon the disclosure of this poor repair.

Only you authorize repairs to your vehicle, not the insurance company. Remember, whether or not you are at fault for the accident, only you can authorize any repairs to your vehicle, which includes how the vehicle is repaired and the type of parts utilized. Your insurance company only accepts or denies the claim and has the right to inspect the "loss." (Remember, if you pay your premiums for collision coverage and you have a collision, then you have coverage.) The at-fault driver's insurance company basically has no rights because they don't insure your vehicle, so don't let them tell you what to do.

Choose a repair shop that is qualified to repair your type of vehicle. Many European and now some Japanese vehi-

cles are utilizing Boron steel, aluminum, and adhesive panel bonding for lighter, stronger, and safer construction. Specific equipment and training are required to perform such repairs and most run-of-the-mill auto body shops just aren't equipped for such repairs. Verify that your repair shop has the training and equipment required by the manufacturer to perform the repairs you need.

Never drop your Collision and/or Uninsured Motorist coverage. Most people believe that if you are not at fault for the accident, the other driver's insurance coverage has to pay for damages to your property. In most states, it is the at-fault driver that is responsible for the damage. Remember, the insurance company owes the policy holder when there is a loss and has no obligation to the injured party (aka, you). So what do you do when the at-fault driver's insurance company disputes who is at fault and doesn't pay, and takes 30 days to make their decision regarding liability, all while you don't have access to a vehicle because yours is not drivable or the insurance company is only willing to pay for part of the damages? You would have no recourse but to file a lawsuit against the at-fault party. If you had collision and uninsured motorist

coverage in your policy, then your insurance would pay you and then subrogate against the at-fault driver's insurer.

You may be owed for a "Diminished Value" payment for your property damage loss. If you are not the at-fault driver in an auto accident, you may be able to collect for the loss in value of your property after it is repaired. While most insurance policies have written "Diminished Value" out of the policy for collision and comprehensive coverage, you are still entitled to collect "DV" from the at-fault driver. Obtain a "Diminished Value" appraisal once repairs are complete and submit a claim to the at-fault driver's insurance company for payment.

You may dispute the Insurance Company's offer if you don't agree. Washington Law provides the ability for insurance consumers to dispute a low offer from your insurance company.

Here are some tips:

- You may *file a complaint* with the Commissioner's office online or by mail. Go to the Washington State Insurance Commissioner's website: www.insurance.wa.gov.
- *The Insurance Fair Conduct Act* Consult with an attorney about your rights if you are not sure about your rights or feel an insurance company is not treating you fairly.
- *The Appraisal Clause in Your Policy* If you disagree with your insurance company about the amount of the loss (that could be the value of your car or the amount to repair it to pre-loss condition) you can invoke "The Appraisal Clause." Most insurance contracts have an appraisal clause that can be used for dispute resolution
- *Small Claims Court* Small claims court does NOT allow attorneys and is a venue we have seen consumers be very successful using to resolve a dispute a low ball offer from an insurer.

*Jeff Butler, Owner
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MINI Paceman Introduced



The MINI brand is once again combining the expansion of its model range with a foray into a new vehicle class. The MINI Paceman went on sale beginning March 16, 2013. It features powerful, dynamically stretched coupe lines and the hallmark MINI go-kart feeling, that teams up with the exclusive ambience of its versatile interior to make the latest addition to the MINI family a pioneer in the urban environment.

Sporting prowess and versatility also define the driving characteristics of the MINI Paceman. Three powerful engine variants are available from launch, and the standard specification for every MINI Paceman will also include lowered sports suspension. This will be the second MINI model (after the MINI Countryman), to offer the option of ALL4 all-wheel drive.

The seventh model in the MINI family has a unique character all of its own, while displaying clear ties to the inimitable style of the British premium brand. While many MINI Paceman buyers will view their new car as a sporty 2+2 seater, the interior has been designed as a genuine four-seater with ample space for rear-seat passengers. Its innovative vehicle concept takes its cues from the needs of modern target groups, who will appreciate its confident appearance

as much as the infectious driving fun it guarantees.

BMWNA Press

(Editor's note: After confusing lots of people with the first six models, MINI has now decided to actually put the model name on the Paceman to help us identify which Mini model we're seeing.)

Series Gran Turismo Debuts

The all-new BMW 3 Series Gran Turismo adds an innovative new concept to the BMW 3 Series line-up. The BMW 3 Series Gran Turismo is, first and foremost, a driver's car which combines the dynamics that have earned the new 3 Series a spot on "Car and Driver's" 10Best list for 22nd consecutive years, with luxury seating for four and generous and flexible luggage capacity. The new BMW 3 Series Gran Turismo will arrive in the US, as both a 328i and a 335i, in the summer of 2013 as a 2014 model.

Typical BMW proportions, four doors with frameless windows, coupe-like profile, sloping roofline and large tailgate define the distinctive exterior character of the BMW 3 Series Gran Turismo. An active rear spoiler – the first on a BMW – adds to the aesthetic appeal and reduces lift at highway speeds. The new BMW 3 Series Gran Turismo is 7.9 inches (200mm) longer than the 3 Series Sports wagon, offers a 4.3 inch (110mm) longer wheelbase and stands 3.2 inches (81mm) taller. The clever use of proportions, surfaces and lines ensures that the 3 Series Gran Turismo is immediately recognizable as a BMW 3 Series.

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BMW Manufacturing Reports Record Production Volume

BMW Manufacturing achieved another record production year. Annual production of 301,519 vehicles marks 2012 as the highest production volume in the South Carolina plant's 19-year history. This represents a 9% increase over the production volume for 2011 (276,065). Since 2010, the plant's production output has increased by 90% (159,284).

"Our Associates are very committed to building quality products for the world. Our customers recognize that and are responding positively," said Josef Kerscher, President of BMW Manufacturing Co. "In order to sustain our success, we must continue to be flexible and competitive."

In January 2012, the company announced a \$900 million investment to expand the plant's manufacturing footprint by 1.6 million square feet, add another vehicle model and increase the plant's overall annual volume to 350,000 units.



Construction projects related to the plant expansion include:

- A 170,000 square foot body shop expansion
- A new 300,000 square foot body shop
- A 650,000 square foot paint shop
- Approximately 400,000 square feet of new logistics and warehouse space
- Several on-site modifications to existing facilities

All construction projects are underway. In addition to the X3 and X5

Sports Activity Vehicle and the X6 Sports Activity Coupe, the factory is preparing to add the new BMW X4 to its current vehicle lineup. The plant produces more than 1,000 vehicles per day and exports 70% of its production to over 130 global markets.

"The expansion and improvements being made to the plant site represent nearly 500 construction jobs," said Kerscher. "The work being done today ensures the continued success of this plant well into the future."

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Rally Invitation

THE NORTHWEST RALLY COUNCIL invites the BMW Club to an evening of road rallying on Friday evening, July 13, 2013. BMW Club members will be rallying with the other local rally enthusiasts on the NWRC Friday Niter Rally. A special BMW class will be created for the participating BMW Club members.

The rally will begin at the Eastgate Park-n-Ride in Bellevue (next to Bellevue Community College). Directions to the park-n-ride can be found at www.nwrally.com. The rally will be approximately 60 miles in length and will last approximately three hours. The rally will end somewhere in or around King County at a local Pizza establishment.

The rally will be a touring type of event, without any course following "traps." Trophies will be awarded to the podium placing BMW Club members. Rally registration opens at 6:30 p.m, with the first rally car out at 7:31 p.m. The rally entry fee is \$15.

There are no limits on the number of BMW Club teams participating in this



event. For planning purposes however (e.g., how many sets of route instructions are needed), please contact John Humphrey at bakirroo@earthlink.net to pre-register your attendance. And, for all you procrastinators out there, you are welcome as well. Just show-up at the park-n-ride, and join the fun. The hardest part of this rally will be figuring out

who will drive and who will navigate. So dust off that old college clip board, borrow the wife's book light to navigate with, remember the digital wrist watch, and you have all the equipment necessary to have a good time.

If you have any questions, or need any additional information, please contact John Humphrey.

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