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August 2012



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No. 8

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## Boilerplate

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

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# KALENDER

### July 31

#### **Deadline for the September Zündfolge.**

Please send all submissions to [zundfolge@bmwpugetsound.com](mailto:zundfolge@bmwpugetsound.com).

### August 11

**Autocross with Porsche Club:** For information and registration visit our Club website at [www.bmwpugetsound.com](http://www.bmwpugetsound.com).

### August 12

**Sunday at the Depot:** Car show at Depot Market Square, Bellingham. Contact Tony Cava at [xoxtcava@gmail.com](mailto:xoxtcava@gmail.com) or see the article in this issue for more details.

### August 12

**Sun Mountain Lodge Tour, Winthrop:** A beautiful drive and lunch at the Lodge. Contact Dane Martin at [bmw@pc-resource.com](mailto:bmw@pc-resource.com).

### August 19

**M-Car Day at Griot's Garage:** 10:30 a.m. to 2 p.m. Mark your calendar for this special day of M Cars celebration. Griot's Garage in Tacoma will once again be our host. More details in this issue. For more info, contact Nicolas Hostein at [nhostein@comcast.net](mailto:nhostein@comcast.net).

### August 21

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

### August 24

**Track Day at The Ridge Motorsports Park.** Our first ever track day at the wonderful new facility. See the Driving Events Calendar for more information.

### August 28

#### **Deadline for the October Zündfolge.**

Please send all submissions to [zundfolge@bmwpugetsound.com](mailto:zundfolge@bmwpugetsound.com).

### September 1

**Autocross with Porsche Club:** For information and registration visit our Club website at [www.bmwpugetsound.com](http://www.bmwpugetsound.com).

### September 1

#### **Crescent Beach Invitational Concours d'Elegance in Surry BC.**

For more information go to: [www.crescentbeachinvitational.com](http://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 14-16

**Oregon Festival of Cars:** Les Schwab Amphitheater in the Old Mill District of Bend. See [www.facebook.com/festivalofcars](http://www.facebook.com/festivalofcars) for additional information.

### September 25

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

### September 29

**Autocross with Porsche Club:** For information and registration visit our Club website at [www.bmwpugetsound.com](http://www.bmwpugetsound.com).

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# M-Car Day at Griot's Garage

August 19

IN WHAT HAS NOW BECOME A TRADITION, August is the month of M-Car Day at Griot's Garage. This year, it will be on Sunday, August 19 and Griot's Garage will once again be our hosts.

Bring your M Car and park alongside fellow members to compare notes on modifications and common maintenance items. M-Car Day is typically one of the largest events at Griot's Garage.

Please plan to roll in between 10:30 and 11 a.m. so we can direct you to the appropriate section to park your car. Like years past, we'll park M Cars by chassis type. We'll also have a section for regular chassis that have had M Power engine transplants.

## Here is a rough agenda for the day:

- Griot's Garage will provide each M Car owner in attendance with a free Car Care Product sample at registration. There will also be special discounts in their on-site store, so bring your shopping list.
- Around 11 a.m. Griot's Garage car care specialists will pick a lucky car from the attendees for a car care demo in their garage.
- Haury's Lake City Collision will have their Ultimate Loaner Car (2011 M3) on hand for you to take for a test drive around the neighborhood.

- We're mixing up the food format this year: We will have BUNS (gourmet natural burgers) and Las Margaritas Mexican Cuisine on site to provide delicious for-pay lunch options. So bring a few bucks if you'd like to eat.
- After lunch, we'll have the always-popular raffle for some great prizes.
- And much more!

The event is free to attend and there's no need to RSVP. Just come out, bring your M Car and join the fun. Club members without an M Car are of course welcome to attend the event and enjoy the day. The event typically runs until 2 p.m. If you want more information, email me at [nhostein@comcast.net](mailto:nhostein@comcast.net).

Raffle items are offered by our generous sponsors: Griot's Garage, Broad Strokes Associates, Haury's Lake City Collision & Cohesive Garage.

Don't miss this fun and informative day for M Cars!

*Nicolas Hostein, '09 E90 M3  
[nhostein@comcast.net](mailto:nhostein@comcast.net)*

**Sunday, August 19  
10:30 a.m.–2 p.m.**

**Griot's Garage  
3333 South 38th St  
Tacoma 98409  
[www.GriotsGarage.com](http://www.GriotsGarage.com)**

# Sun Mountain Lodge Tour, Winthrop

August 12

PLEASE JOIN US on Sunday August 12 for a scenic drive over the North Cascades Highway to the western-themed town of Winthrop, Washington. The day will begin in the morning from our starting location "somewhere in Seattle." After a short drivers' meeting, we will depart Seattle and head north towards our first stop in the Skagit River Hydroelectric Project town of Newhalem which offers an intriguing history of Washington State's growth during the early twentieth century. After Newhalem, the driving and scenery gets more entertaining as we navigate through the twists and turns of Highway 20, past Diablo Lake and over two mountain passes on our journey east.

The destination for the day is Sun Mountain Lodge, a first-class resort high above Winthrop overlooking the Methow Valley. We will enjoy a lunch at the lodge and officially end the tour there, but you are encouraged to consider staying the night at Sun Mountain Lodge and enjoying a day in the valley. You can contact them directly at 509-996-2211.

Please RSVP to Dane Martin at [bmw@pc-resource.com](mailto:bmw@pc-resource.com) with the number of people in your group. Details about the exact time, starting location and route map will be distributed to registered attendees prior to the event.

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**ON THE COVER:** This month's cover features the 11th Annual E30 Picnic — 185 E30s attended.

Photo by Christian Bouchez.



# 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](http://www.crescentbeachinvitational.com)



Steve and Annie Norman's 1937 BMW 327/28.

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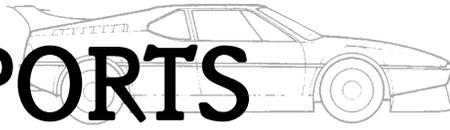
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# MOTOR SPORTS



## First BMW Track Event at THE RIDGE



AUGUST 24 WILL BE OUR CLUB'S FIRST EVENT on the new Northwest track, The Ridge in Shelton, WA. This High Performance Driving School will fill up! Go to [www.motorsportreg.com](http://www.motorsportreg.com) and sign up early. The price will be \$250 with no discounts for taking a Car Control Clinic this year. We have two Pacific Raceway events coming later in the year and you can use your discount at one of those dates (September 14 and October 5).

Yeah, that's a bit higher than usual, but the track rental is higher than our other track events. It is just the price of our sport I'm afraid.

As ever, there will be instruction for everyone and you will have an excellent

chance to improve your high performance driving skills on a new track here in the Northwest.

We will NOT have a Car Control Clinic at the August 24 event. The Ridge is not set up for thirty plus cars for a CCC. However, this will be something we will look into in the near future.

For driving instructions to the track go to motorsportreg sign-in, click on EVENT DASHBOARD and you will see the following: *lodging available in Shelton, a map and written directions.*

Also, if you would like additional insurance on the track, you will see an ad for insurance. You should consider this if your present insurance company excludes coverage for HPDS.

Last but not least, additional information about the BMW Club's HPDS and CCC go to our Club's website: [www.bmwccapugetsound.com](http://www.bmwccapugetsound.com) and click on AT THE TRACK.

Do not forget to bring a copy of your annual tech sheet with you.

See you at the track.

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

# 2012 Driving Events Calendar

## BMW CCA PSR Events

### August

24 Driving School at the Ridge

### September

14 Driving School & Car Control Clinic at PR

### October

5 Driving School & Car Control Clinic at PR

## Other Events Open to CCA Drivers

### August

9 PCA School at the Ridge

27 BMW ACA School at Portland

31 BSCC Lapping Day at Bremerton

### 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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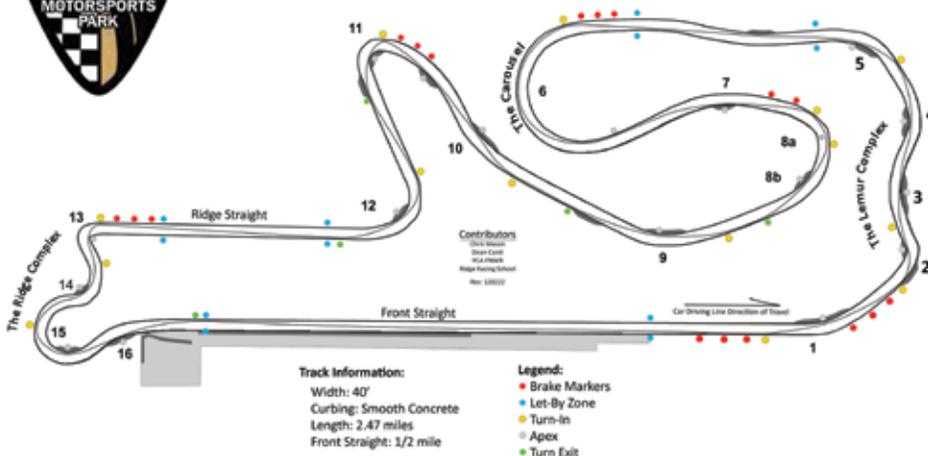
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## Track Map and Cone Placement Guide



# Third Annual Burgers and BMWs

OUR PUGET SOUND BMW CAR CLUB OF AMERICA had a fun, low-key Bimmers and Burgers gathering at the Issaquah Triple XXX Root beer Drive-in on Sunday, June 3. We all wandered among a variety of Bimmers and shared our enthusiasm with fellow Bimmerphiles. All BMWs, new and old, clean or dirty, were welcome with things kicking off at 10 a.m. and running until the last BMW left for home.

The weather was cool with a little sunshine but no rain, which was nice given this time of the year in Seattle. You just showed up with your Bimmer. Cost: Nada, nothing; unless, of course, you wanted something to eat.

Over 200 Bimmers showed up for the event which means the third annual show was the largest so far

and is growing each year. What will next year bring?

I would like to thank all our Club volunteers and Jose Sr. and Jose Jr. of the Triple XXX for their help

again this year. A donation has been sent to Life Enrichments Options in Issaquah for "rent" of the space used adjacent to the Triple XXX.

*Rick Gulstrom*



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**What: Cool Cars, Food & Fun!**  
**Where: Griot's Garage in Tacoma**  
**When: Every Friday Night**  
**Cost: FREE!**

# FRIDAY NIGHT CRUISE-INS

Join us for Friday Night Cruise-Ins from 6-9pm each week at Griot's Car Care in Tacoma! Auto enthusiast and long-time friend of the company, Walt Kaplin, is helping us bring back that nostalgic feeling all over again! Enjoy 50's and 60's music, classic automotive movies inside the Indy Café and other activities and recognitions throughout the cruising season. Bring the kids and grand-kids and help keep the passion for cars and cruising alive in the Northwest! Friday Night Cruise-Ins are open to all years, makes, and models, and you do not have to belong to a specific car club. The events are FREE for all, so come out and have some fun!

- » Enjoy shopping a huge selection of Car Care, tools, garage products, and more
- » See historic vehicles, exotics and vintage race cars on display
- » Pull your vehicle into our free Car Care School and learn the detailing secrets of the pros
- » Come to our Caffeine & Gasoline™ cruise-in the first Saturday of every month, beginning at 8am.
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# 11th Annual E30 Picnic = E30 Fun

THOSE IN ATTENDANCE saw plenty of E30s at the E30 Picnic ... 185 to be exact! The picnic continues to be the largest E30-specific gathering in the world. Call Ripley's! The weekend started on Saturday with a multi-session tech event at Griot's Garage. Saturday evening many owners descended on James Crivellone's house for an evening of simulator racing.



**A rare genuine BMW accessory wind deflector by impressionist artist Joan Miró.**

Sunday was the big day and though the forecast had been for rain, the E30 Gods smiled on the event bringing the sun out as droves of E30s descended on the LeMay Marymount Museum's East Lawn. The site was gorgeous with lush green grass and towering trees lining the perimeter. The E30 owners in attendance were a diverse group. Though many owners were in their twenties and thirties, enthusiastic owners were in attendance up to seventy-one years old. Caravans of E30s traveled from Oregon, California, British Columbia and Alberta.

The mix of E30s at the picnic was comprehensive. Every year and color was represented. Two-doors and four-doors, rear drive, all-wheel drive and a rare Touring model. More and more E30s are seeing M50 and S50 transplants as evidenced by the engine-swapped E30s on display! The mix included thirty of BMW's homologation E30 M3s. Three PRO3 cars were on the lawn, too.

## Special Awards went to:

### *Furthest Traveled*

Adam Chavez, Age: 23, 1989 325i, Brighton, CO. 1,300 miles—one way!

### *Youngest Owner*

Andrew '5 Toes' Cudlipp, 1984 318i, 17 years, 4 months.

### *Oldest Owner*

Mike Ellis, 1991 318i cabrio, 71 years young

## Raffle prizes were generously provided by:

425 Motorsports

Auburn Foreign and Domestic Car

Bavarian Autosport and Bayern Wheels

Bimmerworld

Guten Parts + Service

BMW Seattle

Car Tender

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Haury's Lake City Collision

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Race Skids

South Lake European

Photo by David Lightfoot.

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The grand prize in the raffle was a full paint job on an E30 donated by Haury's Lake City Collision. Also, a donation four 17" Beyern Wheels from Bavarian Autosport and Beyern raised the profile of the raffle this year. The event was able to raise \$1,650 for the LeMay Marymount Museum.



**Chris Forsythe won the E30 Paint Job donated by Haury's Lake City Collision.**



**Dana Lantz won the Beyern Wheels from Bavarian Autosport.**

The 12th Annual E30 Picnic Weekend will again be in June, date to be decided. Watch the official website for details — [www.E30Picnic.com](http://www.E30Picnic.com). The contact is Lance Richert at [Lance@Richertnet.com](mailto:Lance@Richertnet.com).

### Featured Car: PRO3 Race Car

Our E30 has been competing in the PRO3 class for the last six years. Although it started out as a very nice daily driven commuter, it didn't stay that way for long. A chance meeting with Wes Hill was all it took. The modifications happened slowly as the car transitioned from street car to track car to full-on race car.

For the first five seasons of it's racing life it was driven by my dad, Scott Hieronymus. During the off-season this year I was able to convince him to hand me the keys as we prepared the car for a full scale championship effort. It has been a very fun and exciting season so far, with two race wins and a second place finish out of five races to this point. It's a very strong car that handles great, and pulls hard in a straight line. I wouldn't change a single thing about it.

Just forty-eight hours before the picnic we picked up the car at Haury's Lake City Collision with a fresh paint scheme. The guys in the shop did an amazing job! In one day the car underwent a total transformation and emerged in show car condition. We pulled back into our garage at midnight on Friday, and in twenty-four hours it went from a painted shell with no windows or trim to a finished product complete with graphics, ready for its public debut at the E30 picnic. Soon however, it will be back in its natural hunting grounds, the racetrack.

This car is more than just an old E30 with a roll cage, it feels special to race, it feels alive. This car has a soul. It's hard to explain but it feels like the car wants you to succeed, you can feel it giving its all from the second the green flag drops all the way to the end of the weekend. For that reason, this E30 will always have a special place in my heart.

*Ryan Hieronymus, #196 PRO3*



**Ryan Hieronymus PRO3 Car.**

### Featured Car: 1990 325i Touring

The car was built in Germany in 1990, and then sent to Japan, where it spent most of its life in Tokyo. In July 2008, it arrived in Vancouver, BC. I saw the car for sale in an online classified forum in 2011. I was instantly drawn to it. After contacting the seller and going back and



**A rare Touring model.**

Photo by Christian Bouchez.

forth with a series of emails, I decided to make an offer. It took a few months and a lot of phone calls and paperwork, but it seemed like everything was coming together.

A few modifications had to be done to comply with U.S. standards, such as changing the cluster from kilometers to miles and the addition of side reflectors. In July 2011 the car went to TC Motorsports for some long overdue maintenance. Not long after that, I sent it to the body shop to get a much needed full re-spray. The paint on the hood and roof was turning white and there were scratches and door dings. All suspension components were replaced as well, including H&R race kit, bushings, tie rods, and control arms. I also fitted a set of 17" wheels.

The car has been very reliable, but in May 2012 the transmission was giving me some problems—"auto tragic"—with the electronic "mode" transmission option. I started collecting the components needed to do a five-speed conversion, as it was a perfect excuse to do it. While I was at it, I decided to do some additional improvements: Ireland Engineering headers, cat-back and a thirteen-pound flywheel. I put the car on a trailer and took it down to Portland, Oregon, where Steven at Vintage European did an amazing job. She barely made it to the E30 Picnic—the swap was finished on Thursday and the show was on Sunday.

This car came with some really unique features, such as headlight adjusters, rear fog lights, electronic transmission, KM/hour cluster, Japanese car battery, labels in the engine bay in Japanese, and all paperwork from the previous maintenance and car brochure from dealer in Japanese. Also, there is a little antenna at the front of the car (OEM part). I've

*Continued on page 12*

Photo by Benjamin Toombs.

Photo by Benjamin Toombs.

Photo by Chris Cramer.

# E30 Picnic 2012



Traveling from Portland to the E30 Picnic.

Photo by Daniel Sloan.



1987 325is rolls along.

Photo by Daniel Sloan.



E30s enter the lawn.

Photo by Benjamin Toombs.



A tidy row of E30s.

Photo by Christian Bouchez.



BBQ2U PRO3 cars.

Photo by Christian Bouchez.



BMW diesel powered pickup project E30.

Photo by Christian Bouchez.



Chump Car Rolls Royce E30.

Photo by Benjamin Toombs.



185 E30s attended the E30 Picnic.

Photo by Christian Bouchez.



Love for the E30.

Photo by Daniel Sloan.



We've seen families grow up at eleven E30 Picnics.

Photo by Christian Bouchez.



Featured Car Presentation.

Photo by Christian Bouchez.

# 11th Annual E30 Picnic = E30 Fun *Continued from page 9*

heard two different rumors about it: one says it's a parking distance aid, and the other that it's a warning aid for other drivers that you have a left hand drive car in a country with right hand cars. This car has a metal plate in the engine bay where BMW specifies that this vehicle can be sold in the Japanese market with a serial number.

What I love about this car is that there are probably fewer than twenty in the U.S. People do not appreciate the rarity of this car unless they are BMW enthusiasts. I drive my car every day to work and love every minute I'm behind the wheel. I do not want it to be a garage queen, I want her to be on the road and be driven.

*Christian Bouchez*

## Featured Car: 1992 M-Tech Convertible

My wife Amy wanted a VW New Beetle Convertible. Me, not so much. She also liked the look of the E30. So in 2008, we went "shopping" at the E30 Picnic to get ideas for our car. Amy picked the M-Tech appearance package as the look she wanted. Ya, that's a great look, but it makes it a lot harder to find. Off to Autotrader I went. Shortly, we had a white on white automatic with 74k miles shipped out from NY state sight unseen. The car was totally stock but in worse shape than expected.

To bring the car up to the desired level of fit and finish was going to take

quite a bit. Skip ahead to 2011 and our car now has an M52 2.8L with 5-speed, all new interior, soft top and paint. Remember the VW? Our car uses a color scheme based on it. At least it is a BMW and a very cool E30. We're finally driving the car but as they say it is never finished.

*Chris and Amy Mason*



Photo by Chris Mason.

**Restored M Tech 2 Cabrio.**

## Featured Car: Warsteiner Replica E30 M3

1988 E30 M3 that was saved from someone's backyard in Portland, OR. The car lived in Northern California until someone blew up the S14 motor and decided that \$10K+ was not in the budget to rebuild. It appears that the car had a mysterious interior fire which was claimed as a "total" through insurance leading the car to the auctions. A teenager from Portland, OR, bought the car and stored it in his backyard under a tree for two years before realizing that he did not know what to do with it and sold the M3 to me.

Thank goodness the firefighters got to it fast, rendering the interior ruined but NO structural or metal damage whatsoever; a perfect candidate for a lightweight track car! What started out as an average looking M3 track car led to a full roll cage. My thought was if I needed to paint the cage, why not paint the car, and if the car was about to get a makeover, why not go all the way? Well, a Warsteiner DTM livery can't simply look the part, so I turned it over to Rhom Innovations, a track/motorsport shop in Portland, OR, who handled the powertrain, full suspension, electronic system, tuning and track prep. Now I have a car that, in my opinion, puts smiles on everyone's face that it comes in contact with. This car will continue to appear at fun car shows, but don't be surprised if you happen to see this M3 at the races running in the SCCA Vintage class.

*Stan Schafteitel*



Photo by Chris Cramer.

**Warsteiner Tribute M3.**

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## E30 Picnic Party

IF I WAS TOLD ELEVEN YEARS AGO that a little German car would bring me so much fun, so much entertainment and, most importantly, so many friends, I would have thought you were crazy. I now reflect eleven years later and boy does it continue to put a smile on my face.

R3VLimited has always been about one thing, "community," and through this vision I had a goal to bring as many people as I could together to express our love for this boxy little sports car, this flying brick, this ... Well I think you get the idea. When BMW first came out with the E30 it was quite a vision, a small RWD compact car that managed to capture the love of owners worldwide. In 2012 that love is still present and growing more than ever.

Twelve years ago when I bought mine I simply wanted a fun little BMW to enjoy. Over the course of my ownership I met other individuals who shared a similar passion for this little

car. Today over 150 of these people joined me at the annual R3VLimited E30 Picnic Party in Tacoma, Washington. This year was not only our largest, but it can also be referred to as the most enjoyable out of the five years I have been throwing it. At the start we had a small gathering of around thirty people, mostly locals, who took over a small portion of my street. Those years we ordered pizzas, brought in a few cases of beer, and mostly ate and drank around our cars.

This year was a bit ... larger. The days of simply six-packs and a quick pizza run are over. And this year we had attendees from all over the West Coast, from Colorado, Canada, Southern California, Northern California and everywhere in between. Ages were all over the place, from young to old, and everyone had a great time, which I'm sure had nothing to do with the five kegs that were consumed over the course of eight hours or the fantastic BBQ ribs provided by BBQ2U.

In fact we had so many people during the later hours I had one couple mention how it took them almost fifteen minutes to walk down the street to get to us as parking had lined up well past last year's line of cars.

Of course the famed E30 Simulator was running nonstop, music was booming, and the neighbors even came by to enjoy the festivities. Even the Tacoma police paid us a visit and said how much they liked the cars, although they did ask us to quiet down a bit.

My vision of R3VLimited really came together during this party and while standing around a huge group of people enjoying themselves all I could do was smile and mutter the word, "success."

To all of my friends I have met through R3VLimited and BMWs in general, thank you very much for making these cars enjoyable and coming to an event that I look forward to every year! See everyone in 2013!

*James Crivellone, R3VLimited.com*

### PATRICK MILLER

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## E30 Tech Day

FORECASTED RAIN DIDN'T SCARE OFF the E30s on Saturday for the fourth Annual E30 Tech Day hosted by Griot's Garage. Those that arrived early enjoyed some morning sun while hanging out with fellow enthusiasts before heading into the garage for fun and informative sessions on paint care and detailing, E30 repairs and mods, and an introduction to racing.

Even with the rain falling outside, everyone was able to enjoy their time while learning a few new tips inside the garage. A warm garage full of friends and E30 fanatics ... What could be better?

Another unforgettable year! Thank you to all that came out and enjoyed the day. Free tee shirts from various sponsors were available. And a big thanks to Griot's Garage, James Crivellone of R3VLimited, John Parker of Accuracy Automotive, and BBQ2U Racing. I look forward to seeing everyone again next year!

*Derek Wescott, Tech Day Chair*

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**“BOOGITY! BOOGITY! BOOGITY!  
Let's go racin!”** –Darrell Waltrip

IT'S THAT TIME OF THE RACE SEASON when the PRO3 grid will assemble its ranks at Portland International Raceway as a support race for the NASCAR K&N Pro Series Racing West Salute to the Troops 125. August 24 through the 26, PRO3 has once again been invited to attend this special event that only happens once a year in our corner of the country. This will be the third year for PRO3 taking part in the event—the closest thing to a professional NASCAR race we will see here in the Pacific Northwest. Lance Richert does a phenomenal job organizing this event for PRO3 and is deserving of huge praise for his continued efforts in doing so!

This race is the highest-attended (drivers and fans) of any of our regular races and is the most popular event for our local PRO3 drivers. For the span of a weekend, your fellow Club members get the chance to experience being a celebrity racecar driver for throngs of fans! People pay good money to come out and watch the races and PRO3 has yet to disappoint. Based on the comments we hear from the fans throughout the weekend, the PRO3 race is often referred to as, *“Even more fun to watch than the NASCAR boys!”*

### Friday

The weekend begins with a load-in regimen similar to any professional racing weekend. We are allowed early entry to the paddock and have a strict layout to adhere to so that everyone can fit in and still leave room for the NASCAR team haulers. Lance spends several hours on a grid layout for our paddock area, and the results are a well-organized, professional-looking paddock arrangement where all the cars are easily accessible and visible to wandering fans. Included in the PRO3 paddock area is our hospitality tent complete with representatives from BMW CCA, PSR and the Portland chapter as well. We hear

from local BMW owners throughout the weekend that they signed up as Club members (or intend to) because of this presence.

Friday is a true practice day and we generally see two sessions of forty-five minutes each. This is incredible track time, by the way! During those sessions, we have open track with hot pit access which allows our teams to really do some serious testing on the cars' setups. That's ninety minutes of pure track time to play with different suspension settings—something unheard of within our normal conference weekends.

### Saturday

Saturday, the fun begins. Another (shorter) warm-up session in the morning doubles as our first qualifying round. That session sets the grid for the afternoon's thirty-minute qualifying race. Yep, that's what I wrote: a “qualifying race.” Rather than simply lay down a single fast-lap, each driver must prove they can turn a fast lap and hold that position throughout the full thirty minutes. Personally, I really enjoy this kind of qualifying. In past events, the qualifying race has proven to be just as exciting to watch as the main event! There's something about PRO3 drivers that even though we tell them this is just a qualifying race, they all tend to hit the track in full-on race mode. It's

an intense thirty minutes full of tight battles for those coveted front spots on the grid. The winner earns Pole Position for Sunday's race.

### Sunday

Sunday is when the celebrity status really sinks in. The drivers make their way over the Bridgestone Tire footbridge to the vendor area and we sit shoulder to shoulder (shaded by the requisite umbrella girls, of course!) and fans file along the length of the table gathering every driver's signature on the PRO3 Spotter's Guide we provide to them. And, because it's a NASCAR event, there are many stereotypes in line, and it's been rumored that more than a few body parts have received signatures. *Side Note:* we believe that Wes Hill's hair has achieved celebrity status due to this fan outreach portion of the event; maybe the hair needs its own pic on the spotter's guide?

As this is a “Salute to the Troops” weekend, Sunday is met with many of our valued soldiers and their families wandering through the paddock and vendor areas. We truly appreciate their service and make sure to welcome them in the paddock area. The festivities kick off with a parade of military vehicles down the front straight, stopping in the festival curves of the chicane where a very



Like all big-time forms of racing, PRO3 has Umbrella Girls, at least at the NASCAR Race.

Photo by Doug Berger.

large gun is fired off and the national anthem is played. Along with the colors being presented, we are treated to a goose-bump-triggering low flyover by F16s from the nearby Air Force base. About this time, the PRO3 cars are getting lined up, two-by-two along the pit wall. There's something really cool about seeing forty PRO3 cars race-ready along the wall, all the drivers in full gear, crew at the ready, and everyone anxious and excited to get started.

Although the schedule is not yet firmed up for the event as of this writing, we are planning to race about 12 p.m. on Sunday. Our PRO3 race is forty-five minutes long—fifteen minutes longer than our usual ICSCC sprint races (this can prove to be a challenge to some of our fellow racers who may neglect to add the extra two gallons of fuel than they normally do!) And for forty-five minutes, as the only cars on track, the PRO3 cars give one great show!

For more information on the event, as well as ticket information; visit the event website at [www.portlandnascar.com](http://www.portlandnascar.com). Military with I.D. are free, as are kids twelve and under. This year, they are offering a family four-pack of tickets for \$70 that will give you general admission for Friday through Sunday. Tickets will gain you access to the venue to watch all three series perform including the Great American Stockcar Series, and the NASCAR race. Should you also wish to take a ride along in a stockcar,

they will be offering rides throughout the weekend in the GASS cars for \$100 for a couple of very fast laps around PIR.

The event is well worth the price of admission and the trip south, so plan to come on down to Portland and watch some great racing action!

### Speaking of Pros ...

Saturday, August 11, is slated to be the first ICSCC race weekend hosted at The Ridge Motorsports Park in Shelton. And, more importantly, is our third "Pros vs. Joes" challenge race! This year's race is going to be a bit different and will be well-worth the drive to Shelton to watch. During the German Car Challenge race on Saturday, the format will be a one hour enduro complete with required pitstop/driver change in the middle.

Dan Rogers, Club member, PRO3 driver (Tic-Tac car) and semi-pro racer (*Bimmerworld/Brake-Kleen* #82) is organizing the PRO3 drivers into teams, pairing the local "Joe" with a "Pro." So far, the list of Pros will include names like James Clay, Seth Thomas, Dominic Dobson, Dominic Cicero, and local Pros like Ted Anthony, Jr. and Carlo Sparacio. The matchups ought to provide some interesting results and it's really anyone's race at this point. We hope to see you there!

*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*



Photo by Bimmerworld.

**Our own Dan Rogers, left, and Seth Thomas share the Bimmerworld GrandAm racer. They will both be at The Ridge for the Pros vs. Joes Race.**



Photo by Doug Berger.

**The PRO3 pack enters the Festival Turns at Portland International Raceway in 2011's NASCAR support race. This year's field will probably be bigger still.**

## The BMW M Story. 40 Years BMW M GmbH.

*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.*

### The big sensation in the world of sports cars in 1978: The BMW M1.

The next project to come along was geared towards producing Motorsport GmbH's first competition car not based on a regular production model: the BMW M1. While BMW built the technical components, Lamborghini was supposed to supply the body and the chassis. However, financial problems at Lamborghini resulted in significant delays. Ultimately, a new production chain had to be found and the manufacture of the BMW M1 turned into something of a patchwork puzzle. The spaceframe was manufactured at Marchesi, the glass-fibre reinforced plastic bodyshell was produced at T.I.R., both companies were based in Modena. Giorgio Giugiaro's company ItalDesign assembled them and provided the interiors fittings. The cars were then transported to Stuttgart where Baur installed all the mechanical assemblies.

Jochen Neerpasch, the Managing Director of Motorsport GmbH, joined forces with Bernie Ecclestone and Max Mosley to create the ProCar Series as the opening race leading into most European Formula 1 Grand Prix during the 1979/80 season.

Since the minimum production requirement for homologation in FIA Group 4 was 400 units, the ultra-low mid-engined M1 measuring a mere 1.14 metres in height also came as a road-going model. The first car with the famous letter "M" made its debut in the market. The price of the 277 hp M1 back in 1978 was exactly DM 100,000, but demand exceeded supply by far. When 130 cars had been completed after one year, there were still more than 300 firm orders waiting to be fulfilled. Right from the start the M1 was the fastest road-going sports car built in Germany, as timed by a leading car

journal: In a test conducted in 1979, the M1 reached a top speed of 264.7 km/h or 164.1 mph. "You only have to shift up from fourth to fifth at 213 km/h or 132 mph, and then keep on accelerating all-out up to the top speed of the car," according to the testers. Lots of customers appreciated this, as did the subsequent Formula 1 World Champion Alan Jones.

Even this was very little compared with the racing version: Developing 470 hp, the ProCar racing version had a top speed well over 300 km/h or 190 mph. And it was in one of these cars that Niki Lauda, already two-time winner of the Formula 1 World Championship, made his big appearance in 1979, winning three out of eight M1 ProCar races and finishing second on another occasion. In the USA the Red Lobster Team M1s quickly became genuine cult cars wiping out the competition in the IMSA GTO Class.

Motivated by the outstanding success of the M1 and its great image, Motorsport GmbH decided to build another model: Proceeding from the regular 5 Series, the engineers developed and built the M535i in 1980, carrying over the two-valve six-cylinder from the 635CSi. With engine output of 218 hp, this 5 Series quickly became the king of the fast lane.

### Formula 1 sensation in 1980: BMW creates the World Championship turbo engine.

Jochen Neerpasch left Motorsport GmbH in 1980 and was succeeded by Dieter Stappert taking over as the Racing Director. Paul Rosche, in turn, who had been responsible for BMW racing engines since 1969, was appointed Technical Director. And it was indeed Paul Rosche who became the key player when BMW decided in the early 1980s to prove its competence also in the highest realms of motorsport: In April 1980, BMW officially announced its entry into Formula 1, giving the engineers at Motorsport GmbH the green light to develop BMW's first Formula 1 power unit.

Taking a four-cylinder displacing only 1.5 litres and based on a standard production block, the team of specialists around engine "wizard" Paul Rosche created a Formula 1 power unit developing staggering output of 800 hp. The secret behind this mind-boggling performance was the combination of 16-valve technology and a turbocharger masterminded for the first time in Formula 1 by Digital Motor Electronics.

The first training car was put through its paces in practice just a year later and in 1982 Brabham entered the first Grand Prix with a BMW engine. Right from the start, this turbo-charged power unit proved its supremacy on the track, with the greatest triumph following in 1983: Just 630 days after



Photos by BMW Press.

BMW's Formula 1 engine had made its first appearance, Brazilian driver Nelson Piquet won the World Championship in a Brabham BMW. And up to 1987 BMW brought home a total 9 Grand Prix wins with this successful machine.

BMW M turbo engines did not only go to the Brabham Team. Arrows also used the M power machine from 1984 to 1986, just like ATS in 1983/84 and Ligier in 1987. In 1986, Gerhard Berger won the race in Mexico in a Benetton car, marking the last triumph of this turbocharged power unit. A year later *Road and Track*, the U.S. car journal, demonstrated the supreme performance of the Benetton B 186 with Teo Fabi at the wheel: Powered by 900 hp, Fabi's monoposto accelerated to 100 mph (160 km/h) in exactly 4.8 seconds. And Paul Rosche was confident that this four-cylinder was able to develop a lot more power in practice: "It must have been about 1,400 hp, but we don't know the exact figure since the engine dynamometer didn't go beyond 1280 hp."

Another important event in 1983 went almost unnoticed: BMW Motorsport GmbH took on additional functions and responsibilities when it was transformed into a performance-oriented development company. Accordingly, the headcount at BMW's highly successful subsidiary was now increased to 380, further important responsibilities such as motorsport organization, administration and workshops being added to the development, design and testing of outstanding BMW products. This saw the creation of individual development centers for engines and suspension technology providing the input for these activities. And in its customer relations Motorsport GmbH had already been offering far more than "just" sophisticated automotive technology for a long time already, sales of

accessories and the growing wish of discerning customers for custom-built and individually equipped cars already accounting for a significant share in sales.

**BMW M1 six-cylinder also featured in production cars: The M5 and M635CSi.**

In 1984, Motorsport GmbH hit the headlines once again, especially among all aficionados of high-performance sports cars: The fast-revving four-valve straight-six originally featured in the M1 now made its appearance in the M635CSi Coupé and in the M5. Particularly the M5 hand-built in Preussenstrasse quickly became a legend in the world of motoring: The M5 was a genuine "wolf in sheep's clothing," with output of 286 hp exceeding the engine power of the 518i almost three times. While at first sight the M5 could hardly be distinguished from



Continued on Page 18

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

its regular production counterpart, its top speed of 245 km/h or 152 mph caught many drivers of big saloons and sports cars thoroughly by surprise when the M5 simply left them standing no matter how hard they tried. The term “Executive Express” was born.

### **1986: The debut of the M3, the most successful touring car ever.**

After completing its activities in Formula 1, Motorsport GmbH focused all its energy on touring car racing. And in 1986 this resulted in the birth of the BMW M3, a compact two-door sports saloon representing BMW’s first parallel development in series production and motorsport: The road version requiring a production run of 5,000 units within one year for recognition as a touring car was conceived for racing right from the start and tailored in virtually every respect to the regulations in Group A. Since the facilities in Preussenstrasse were unable to handle the sheer magnitude of the tasks involved, Motorsport GmbH moved to its second home in the Munich suburb of Garching in 1986.

The result was an outstanding success for BMW in every respect. Right from the start, this brilliant white racing car in BMW Motorsport livery brought home one racing win, trophy and title after the other: In 1987, Italian driver Roberto Ravaglia won the World Touring Car Championship at the wheel of a BMW M3.



Developing maximum output of 195 hp from its four-cylinder 16-valve power unit and featuring a catalytic converter as standard, this high-performance saloon became the benchmark in motor sport from now on.

In the five years to follow, the M3 was the uncontested leader in the international touring car scene, bringing home two European Touring Car Championships, winning the German Touring Car Championship (DTM) twice as well as a large number of other international events and championships, and thus becoming the most successful touring car.

The M3 was equally successful as a road-going car for customers, reaching a sales volume nobody would have expected: Sales of the first BMW M3 amounted to more than 17,970

units, including 600 2.5-litre M3 Sportevolution models as well as 765 M3 convertibles built by hand. The M3 also proved that sporting performance and environmental protection need not necessarily be a contradiction in terms, with the M3 offering a standard of fuel economy quite unparalleled in relation to its power and performance.

### **A new market: The second M5 also built as a touring car.**

The M5 entered its second generation in 1988, the straight-six power unit originally displacing 3.6 and subsequently 3.8 liters, with output increasing first to 315 and then to 340 hp. Another change was that the engines no longer bore the “M” in their internal production code, but rather an “S” designating the origin of BMW Motorsport GmbH power units from now on. The customer is able to determine the difference at a glance, the letters “BMW” now being replaced by “M Power” on the valve cover, just as on the M3 four-cylinder. The M5 was initially introduced as a saloon and then at the beginning of 1992 as a touring to create a unique synthesis of a thoroughbred sports car and a sophisticated transport vehicle. When the next 3 Series was set to make its appearance in 1990, Motorsport GmbH was already working on the new BMW M3 which was launched on the market in 1992. But the new car was no longer adorned by striking spoilers and widely flared wheel arches, like its predecessor. Instead, the new M3—reflecting the signs of the times—came in a more discreet look and was recognizable to the connoisseur only through specific details—one of which, of course, being the unmistakable sound generated by the three-liter six-cylinder four-valve power unit developing maximum output of 286 hp. This M3 six-cylinder was also BMW’s first engine with VANOS variable valve timing, an infinitely adjustable system varying the intake camshaft as required. This system patented by BMW M boosts torque above all at low and medium engine speeds. Another unique feature on this car seen for the first time was the introduction of engine management developed by BMW and with a capacity of twenty million instructions per second.

### **The Car of the Century: The second BMW M3.**

Customers and the media alike simply loved this M3 right from the start. The order books were full immediately and the first titles and awards were just around the corner. The readers of *Sport Auto*, the German motor magazine, made this most agile of all BMW 3 Series their “Car of the Year” no less than twice in a row, *Auto Plus* in France even chose the M3 following a comparison with other upmarket models as the “Car of the Century.” And immediately after the M3 had been launched in the USA, the editors of *Automobile Magazine* gave the new star their “Car of the Year” award, the first time ever that this prize went to an import.

This time both a convertible and a somewhat more comfort-oriented saloon were included in the planning process right from the outset. Developing maximum output of 295 hp, the M3 GT produced in a small, special series moved up the performance benchmark right to the top. Between 1992 and 1996 Motorsport GmbH built more than 85 four-door racing



3 Series based on this M3, with Johnny Cecotto at the wheel winning the ADAC GT Championship in 1993 and setting out to conquer the US motorsport market next. So it was no surprise that the 400 hp PTG M3 subsequently won the IMSA title in 1996.

The really discerning purchaser was able to have his M3—just like every other BMW—built to his personal wishes, since BMW Individual had been established by Motorsport GmbH in 1992, supplementing the Company’s existing activities. Covering the entire range of BMW models, this specialist company fulfils the most individual wishes and preferences tailor-made to the customer and exceeding the range of “regular”



options by far. Demand is particularly great for unusual paintwork or interior equipment, as well as individual features and professional communication electronics. Establishing BMW Individual, Motorsport GmbH once again became a pioneer in the market, also opening up the door to more individual style in the automotive world, one might say as the supreme standard of customer orientation.

With this new line of business developing and expanding at a breathtaking pace, the Company had to be adjusted once again: It required a new name covering the entire scope of operations, since a customer wishing to have his car individualized by BMW Individual or taking part in BMW Driver Training did not find what he was looking for under the existing name “Motorsport GmbH.” So what could have been better than that legendary letter M, defined within the Company as the “most powerful letter in the world?” Since August 1, 1993, therefore, the former Motorsport GmbH has been BMW M GmbH.

In 1995, the best-selling BMW M3 received even more power in a far-reaching process of evolution. And this extra power—321 hp from 3.2 litres, more than 100 hp per litre—set a new benchmark for the competition and was also accompanied by extra torque. Double VANOS variable timing was also used for the first time, the advanced system with continuously variable timing of the intake and exhaust camshafts. Another feature was the introduction of a six-speed manual gearbox as the standard for conveying drive power to the rear wheels.

*BMW Press*

*To Be Continued*

## Transitions

### Zündfolge

We would like to take a minute to recognize the work of our former *Zündfolge* Editor-in-Chief, Lucetta Lightfoot. Lucetta dedicated so much of her time (over twenty years) to develop a beautiful magazine, in addition to serving the Club membership in many other capacities. Thank you, Lucetta, for your commitment and dedication.

### Open Board Position

We are seeking an editor to join the BMW CCA Puget Sound Region Board of Directors. This is a great opportunity to work on an already established magazine and to also help us develop online content. If you are interested in knowing more about the position or in volunteering, please send an email to [zundfolge@bmwpugetsound.com](mailto:zundfolge@bmwpugetsound.com).

*Michelle Miller, President*



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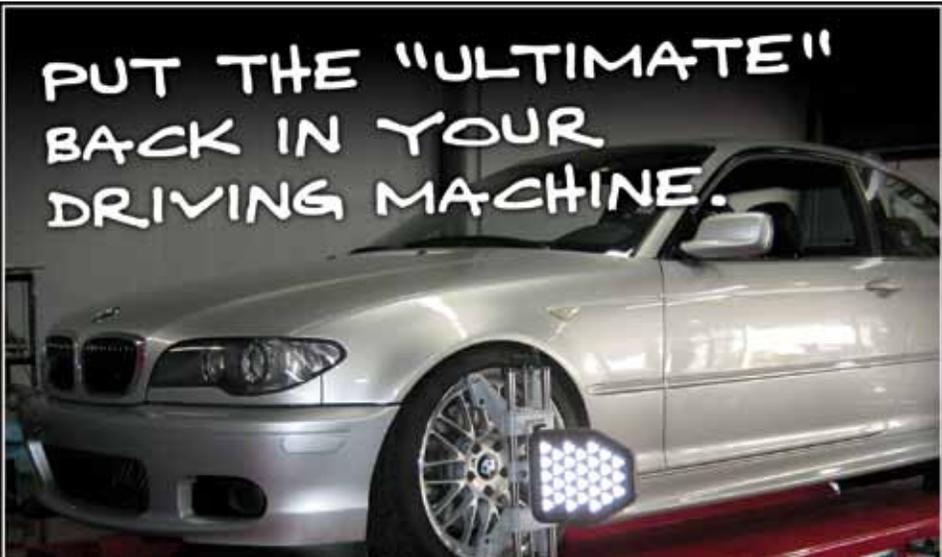
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**July 31: September Issue**  
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