



Zündfolge

October 2012

M Car Day 2012





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Club Website

www.bmwpugetsound.com

Zündfolge Staff

Editorial Committee

Michelle Miller
Lance Richert
Steve Libby
David Lightfoot
Zundfolge@bmwpugetsound.com

Display Advertising

de-Anna Martin
206-295-3663
advertising@bmwpugetsound.com

National Office

BMW CCA National Office
1-800-878-9292
640 South Main Street, #201
Greenville, SC 29601
Phone: 864-250-0022
Fax: 864-250-0038
Email: bmwccclub@aol.com

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Boilerplate

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KALENDER

September 29

Autocross with Porsche Club.

For information and registration visit our Club website at bmwpugetsound.com.

October 2

Deadline for the November/December issue of *Zündfolge*. Send submissions to Zundfolge@bmwpugetsound.com.

October 9

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

October 20

Autocross with Porsche Club.

For information and registration visit our Club website at bmwpugetsound.com.

October 27

Wingman Brewers Tour and Tasting.

See article in this issue for more information.

November 13

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

December 18

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

Zündfolge Now Online

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

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

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

BOARD OF DIRECTORS

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

President

Michelle Miller
253-334-9948
president@bmwpugetsound.com

Vice President

de-Anna Martin
206-295-3663
vicepresident@bmwpugetsound.com

Secretary

Paul Melrose
secretary@bmwpugetsound.com

Treasurer

David Lightfoot
206-660-6190 (c)
treasurer@bmwpugetsound.com

Concours Coordinator

Steve Questad
206-380-7276
concours@bmwpugetsound.com

Membership Coordinator

Mike Ellis
253-222-6948
membership@bmwpugetsound.com

Risk Management

Richard Milham
253-851-5924
risk@bmwpugetsound.com

Roster Manager

Steve Libby
425-765-9629
roster@bmwpugetsound.com

SIG Coordinator

Lance Richert
425-644-8009
sig@bmwpugetsound.com

Tech Events Coordinator

Jeff Butler
206-365-1565 (w)
tech@bmwpugetsound.com

Tour Coordinator

Scott Hieronymus
206-321-1039 (c)
tours@bmwpugetsound.com

Track Chief Driving Instructor

Karl Seeger
425-868-2027
cdi@bmwpugetsound.com

Track Event Coordinator

Rick Gulstrom
425-644-1446 (w)
rick@gmsarch.com

Web Site Coordinator

Gernot Kalcher
206-792-5130
website@bmwpugetsound.com

Zündfolge Advertising

de-Anna Martin
206-295-3663
advertising@bmwpugetsound.com

Zündfolge Editor

zundfolge@bmwpugetsound.com

CCA Pacific Region VP

Jeff Cowan
650-322-4938
pacificrvp@bmwcca.org

President's Message

AS THE SUMMER FESTIVITIES COME TO A CLOSE, I like to think over the season and how much we have done. We kicked off with a great show at the XXX in Issaquah, followed by another spectacular E30 Picnic. Members got together to sample beer and wine at some great local shops and learned more about their cars at tech sessions. We toured some wonderful roads through the Puget Sound and central Washington. Every year more stunning examples that exemplify the history of BMW brand show up at our Concois d'Elegance and we had record attendance at the M-Car Day.

Club members got to see why it's called the Ultimate Driving Machine at our Car Control Clinics and High Performance Driving Schools. We even got a chance to drive at the Ridge, the new track in our region, personally the highlight of my summer. Local businesses were a huge part of sponsoring our events and providing

great raffle prizes and support to our Club members with discounts and services. We also saw some great new volunteers, the lifeblood of our continued success.

We will be seeing changes to our Club in the coming years as we continue to build on our successes and keep the BMW CCA Puget Sound Region the place to be. I love being a part of a Club that is ever trying to grow and that is welcoming to all.

Exciting news! The 2013 Oktoberfest is going to be on our side of the U.S. at Laguna Seca. Start making your vacation plans now. Keep your eye on local and national BMW CCA news for more details. We will probably join with other chapters for a caravan down to the event.

Keep in touch, we love to hear from you.

Michelle Miller, President
president@bmwpugetsound.com

Brewery Tour on October 27



BACK BY POPULAR DEMAND is an event to share our passion for beer and BMWs all at the same time. This time we will be at Wingman

Brewers for a tour of their brewing facilities, a tasty sampler and some snack food on October 27 at 4 p.m. Kevin, Derrick and Jason started brewing in college and brought their friend Daniel on board to help turn their passion into a business. They have been serving the

Tacoma community great brews since April 2011 and part of every sale they make also goes to local charities.

Your \$10 will cover the tour, tasting, tip, tax and food. If you want more beer, you are on your own; growler fills are available and there may even be a food truck on site for some more substantial eats. Space is limited to forty-five people so please pre-register for the event at www.motorsportreg.com or use the registration form and send with a check to Michelle Miller, 2713 SW 327th St, Federal Way, WA 98023. Direct links to registration can be found on our Club

website and Facebook page. You must be twenty-one to attend. Any questions, please send an email to Michelle Miller at president@bmwpugetsound.com or call her at 253-334-9948.

Wingman Brewers
509 1/2 Puyallup Ave
Tacoma, WA 98421

October 27 Emerald City Beer Company Tasting Registration Form (Please Print)

Full Name: _____

Home or Cell Phone: (____) _____

Email: _____

Guest Name(s): _____

AMOUNT ENCLOSED (\$10/person) \$ _____

Please include checks payable to BMW CCA Puget Sound Region. Send check and registration form to Michelle Miller, 2713 SW 327th St, Federal Way, WA 98023.



ON THE COVER: Our third aerial cover in a row shows M Car Day 2012 at Griot's Garage.

Photo by Paul Sanders.



MOTOR SPORTS



WE'VE ALREADY HAD FOUR GOOD, SAFE, FUN EVENTS THIS YEAR. October 5, Friday, will wrap up our season. But it is early enough in the year to still enjoy (hopefully) good weather. All in all, it should be a terrific event.

As is our custom, we will have both a Car Control Clinic (CCC) and a High Performance Driving School (HPDS) going concurrently. Additionally, there are scheduled parade laps at a slow speed on the road course. The intent is to allow more people to get a peek at the beautiful Pacific Raceway road racing course. And then hopefully join us in the future for a track event.

The CCC is a prerequisite for the HPDS. If you have never done a CCC or the equivalent, this is a good time to sign up and give it a try. The activities include slalom, emergency braking, collision avoidance, wet skidpad, handling oval, touring laps of the road racing course and rides with the instructors.

The HPDS is the real deal. While not racing, it is high speed and it is on a race track. Short of really going racing, this is about as exciting as it gets in your BMW! Instruction is provided for

students of all levels. More experienced drivers can be signed off to solo for the day but this is the exception, not the rule. These are, in fact, driving schools.

Our last track event, August 24 was a first time Club event at the new The Ridge track in Shelton, WA. If you did not make it to the event you missed a great track event with fellow Club members. There were approximately 100 students and instructors at the track with the weather sunny and warm all day. We will be adding additional dates for your 2013 track events, don't forget to sign up early, it looks like it will be a popular event.

One other opportunity is available to you. If you would like to learn more about this whole "track thing," but you're not quite ready to sign up, come on out and work as a volunteer. We need people to chase cones for the CCC. You can get a good look at what goes on and decide whether this is something you want to try in 2013. Contact me if you might be interested in this. Join the fun!

Rick Gulstrom

Driving Events Coordinator

rick@gmsarch.com

425-644-1446 (work)



An E21 launches onto the straight at The Ridge.

2012 Driving Events Calendar

BMW CCA PSR Events

October

- 5 Driving School & Car Control Clinic at PR

Other Events Open to CCA Drivers

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

Contacts:

BMW CCA Inland Empire, Scott Adare
www.iebmw.org
sadare@aol.com

BMW ACA, Portland, Greg Meythaler
www.bmwacaportland.com
greg.meythaler@intel.com

BMW Car Club of BC, Rolf Drommer
www.bmwccbc.org
schools@bmwccbc.org

Bremerton Sports Car Club, Dave Ely
www.bscc.net
de2mr2@msn.com

NW ALFA Club, Herb Sanborn
www.nwalfaclub.com
blue74gtv@earthlink.net

Porsche Club, Tom Pritchard
www.pnwr.org
DriverEd@pnwr.org

Corvette Club, Rick Milsow
www.corvettemarqueclub.com
rick.mi@verizon.net

Autocross with Porsche Club

WE ARE NEARING THE END of the 2012 autocross season with one remaining October 20 event. We want to send a huge thanks to the Porsche club for welcoming us to their events. It has been incredibly fun to compete with you and see so many beautiful Porsche and BMWs alike pushing their cars to the extreme. I'm happy to announce that the PCA will be inviting us back for the 2013 season, so we will have all winter to get our cars and minds ready for another season.

My First Track Day

THE DAY HAD FINALLY ARRIVED; I was at The Ridge Motorsport Park for my first day on a real track. I have some experience autocrossing, but I had never been on a track. The track looked awesome and turns 13, 14 and 15, "The Ridge Complex," looked very technical and a little scary actually. I was grateful I would have an instructor in the car with me all day.

After the morning safety and drivers' meetings we were broken down into our run groups and met our instructors. I was with the other novices in group D. My instructor, Jim M., was very knowledgeable and tailored his instruction to my skill level. He had actually emailed me before the event with

his background and some questions, but I had been too busy at work to get back to him. We took a few minutes to get to know one another, set some goals for the day and then we were off to the grid.

The first lap was an eye opener! In autocross everything is very immediate and at a much more hurried pace. On the track, actions are much more smooth and deliberate. Jim had a microphone and earpiece set up so we could talk to each other and make sure I was looking for the proper markers and placing the car in the right spot. Most of the time I was able to look ahead and see the brake marker cones, spot the apex cone and usually the exit cone too. That was not the case with "The Ridge Complex," but that's what made it so much fun. I had to make sure I placed the car in the right spot and had bled off enough speed. By the third of the day's four twenty-minute sessions I felt I had a good understanding of the course and needed to work on being consistent. I started passing people in the passing zones instead of just being the guy that got passed.

We had some extra time at the end of the day, so there was a bonus fifth session that was going to be twenty-five minutes long! After fifteen minutes I pulled off the course because I was exhausted. I had learned so much and I cannot wait until I can get back out there again. Thanks BMW CCA Puget Sound Region for putting on a great event!

Nathan Sanchez, E36 M3



Photo by Gernot Kalcher.

BMW's drive off The Ridge.

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Drive to Sunday at the Depot

WE HAD A GREAT TIME at the First Annual BMW CCA PSR Drive to Sunday at the Depot in Bellingham on August 12. The goal was to introduce the Club to events in far-north Puget Sound area (further north than Federal Way that is) and the event succeeded beyond all expectation.

With all there was to do that weekend, including an awesome drive out Highway 20, I wasn't expecting much as I pulled off I-5 to meet folks at the Mount Vernon Amtrak station, but lo and behold, when I came around the corner I was greeted by the sight of a parking lot full of Bimmers, including a few Z3 M coupes and Z3 M roadsters and some very nice E46 M3s. My '89 325i may have been the only non-M car in the bunch. Very last century but it worked for me!

After visiting a bit while we waited for stragglers we headed south via Highway 11 to the town of Edison, boyhood home of Edward R. Murrow and current home of the Farm To Market Bakery where we all enjoyed fine baked goods and wonderful coffee. From there we headed out via Chuckanut for a spirited but safe and sane drive with a lowly E30 325i leading a pack of M

cars through the twisties to Bellingham. More than once exiting a turn I looked up to see my rear view mirror full of Z3 M Coupe. Now THAT'S intimidating. We managed to stick together all the way to Fairhaven then paraded as a group to downtown where we made quite the entrance into Ron Ager's fifth annual Sunday at the Depot European Car Show in the Depot Market Square.

After lining up our Bimmers posse style we were able to get back to visiting and checking out all the other cool cars Ron had managed to bring to the show, including some very nice old Jags and Ferraris as well as some brand new Porsches, including an incredibly drool-worthy brand new Boxster Spyder. But all in all our Bimmers stole the show, especially given the grand entrance. Unfortunately I had to leave early, but after the show wrapped up folks could either stop in for a cold one at Boundary Bay or head back home with plenty of time for a drive through the twisties along Chuckanut or via Highway 9. What a great day—perfect weather, perfect pastries, a perfect drive to the show and a perfect afternoon. Bellingham in August can be really sweet! We'll definitely do it again next year!

Tony Cava



Photo by Tony Cava.



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The PRO3 Line



BEFORE I GET INTO THE RACING ACTION (and there's been plenty!) I need to give a great big shout-out to Gary Parker, owner of BBQ2U Catering for his work at our August NASCAR race weekend. Gary and his crew did a fantastic job dealing with the monumental effort of feeding 90 PRO3 drivers, crew and family lunches every day for three days, AND managed to jam out about eighty bag lunches for the turn workers for those same three days. This was no easy task as there were no facilities to help with the effort, but BBQ2U made it work! Thank you Gary Parker! If anyone has the need for catering in the greater Puget Sound region, consider contacting Gary at 253-853-6764. You won't be disappointed!

Speaking of racing, the PRO3 grid was absolutely hopping throughout every weekend in the month of August starting with ORP, then over to The Ridge for its inaugural ICSCC event, then off to PIR for the Doernbecher Dash, and again back to PIR for the NASCAR Racing West K&N Series support race, and finally off to Mission, BC for the Labor Day double race weekend. It's been quite an effort with many of the

racers attending every one of the events keeping the grids at respectable levels. Our own John McDermott, owner of Car Tender in Seattle (www.car-tender.com) was once again the IRDC race sponsor for the August event, dubbed the "7th Annual Car Tender Challenge," and this year, we did a little something different. We hosted a bunch of the BimmerWorld drivers as well as a couple of Compass 360 drivers in our annual "Pros vs. Joes" race. The new format of a one-hour endurance race was a big hit allowing the pros to share a car in the same race with one of our local 'joes.' Good times and good data sharing were had by all. Special thanks to Dan Rogers and James Colborn for helping to organize the event and to all the drivers who traveled long distances just to come race with us. James Clay of BimmerWorld and Karl Thomson of Compass 360 Racing helped organize the drivers on their ends as well. We hope to see everyone again next year!

NASCAR!

What has now become an annual event for PRO3 went off without so much as a hiccup in the middle of August.

Amongst the great racing of the points battle in PRO3, our group was once again invited to be a support race for the NASCAR West K&N Racing Series at Portland International Raceway. This event is one of the top events on our schedule each year, attracting the largest of the PRO3 grids! We had a confirmed forty-two cars enter the event—our largest single grid to date. The weekend started Friday, August 24, with a full day of testing, then qualifying Saturday morning and the thirty-five-minute qualifying race Saturday afternoon. The action continued into Sunday with our autograph session (complete with umbrella girls) and the main forty-five-minute race event Sunday afternoon. It translated to just over five hours of track time where PRO3 was the only class on track. It represented a terrific opportunity to really dial in the racecars and drivers with plenty of seat time.

The format for this event is actually two full races. The Saturday afternoon qualifying race set the grid for Sunday's race depending on where each driver finished on Saturday. Make no mistake: for your typical PRO3 driver, there is no difference between a qualifying race and a regular race! A green flag is a green flag! (As evidenced by our crazy start.) Picture forty PRO3 cars all full throttle heading into T1 when the lead six or seven cars start to play a game of who can out-brake who! There was no carnage at that corner, but six PRO3 cars had to head on over to the stop sign in the chicane to wait to be released on track. Two other cars should have stopped but failed to do so and were penalized for it. The cars held at the stop sign effectively started their race from the back of the grid and had to make quick work of dicing through the traffic. James Colborn and Ryan Hieronymus were two of these cars and I know each of them managed to pass more than thirty cars in thirty-five minutes! Ryan

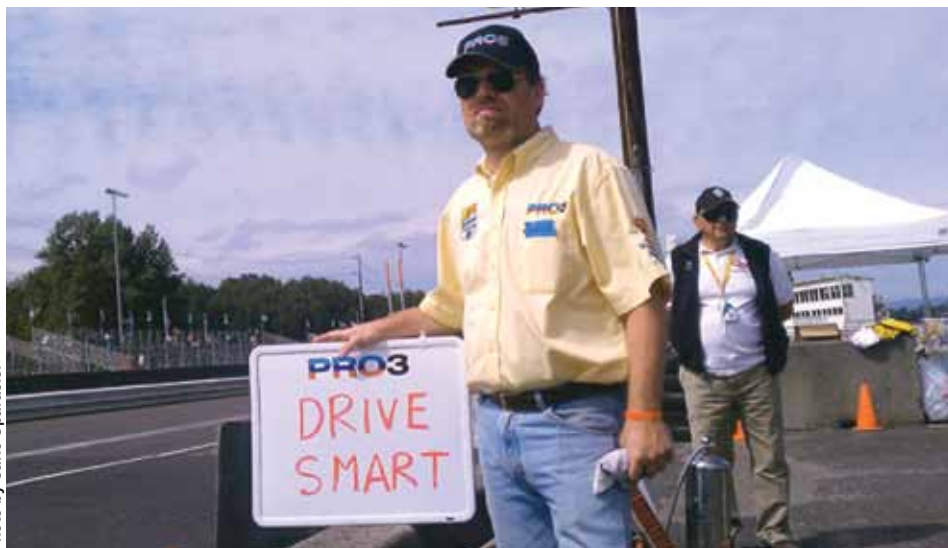


Photo by Carlo Sparacio.

PRO3 impresario and event organizer, Lance Richert.



The results from Saturday's qualifying race bet. Nice hat James Colborn!

made his way to P4 and James was held up at P8. Nice work considering the job they had to do!

Michael Olsen (author of this column—Editor) was the benefactor of the chicane fiasco. He remained on-track and capitalized on the lack of competition in front of his P3 starting position. The lead gave him ample opportunity to get to work and keep the lead for the duration and led the pack from Lap 1 all the way to the checkered with six seconds between him and P2, encountering



The winner's circle with Ryan Hieronymus (winner), Rick Edwards, James Colborn, and Eric Blois.

lapped traffic with about ten minutes left in the race. That win gave Olsen the Pole Position in Sunday's race.

Saturday night back at the hospitality tent, James Colborn and Michael Olsen

had a bet to settle up. It seems these two gents orchestrated a wager where the one who out-qualified the other had to buy the entire PRO3 paddock pizza dinner. James then upped the ante by procuring a rather silly looking pizza hat that was to be worn by the loser. It is said that James expressed his concern while he was stopped at the chicane stop sign during the first lap, "I'm going to have to wear that hat!" Good fun was had all around. And that was certainly helped along by Scott Haynes providing his 'keg can'—a plastic garbage can complete with two pony kegs of beer! Yes, Scott has this PRO3 thing figured out just fine...

Continued on Page 12

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On the following two pages we have reproduced the "Spotters' Guide" used by PRO3 as part of its support race for the NASCAR weekend in Portland. Fans got PRO3 drivers to autograph their copy of the "Spotters' Guide."



PRO3™



PRO3 SPOTTERS GUIDE AUG 25-26, 2012



7 James Colborn
Kirkland, WA



20 Frank Greif
Seattle, WA



35 Bill Spornitz
Sammamish, WA



41 Robert Johnston
Abbotsford, BC



47 Eric Blois
Beaverton, OR



54 Rich Reinhard
Salem, OR



59 Jeff Van Lierop
Olympia, WA



60 Caelin Gabriel
Bainbridge Is., WA



64 Rick Emerson
Bellevue, WA



83 Mark Estes
Beaverton, OR



84 Scott Haynes
Woodinville, WA



98 Gary Martin
Portland, OR



105 Ted Rees
West Linn, OR



114 Bruce Humberstone
Seattle, WA



120 Greg Miller
Kirkland, WA



121 David Beagle
Seattle, WA



125 Doug Rawlyk
Calgary, AB



130 Mike Olsen
Gig Harbor, WA



148 Rick Edwards
Federal Way, WA



152 Mark Friedman
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161 Bob Mearns
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166 Andrew Newell
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172 David Stenner
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184 Noam Ben-Hamou
Happy Valley, OR



217 Duncan Pearce
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222 John Scragg
Burien, Wa



242 Beef Wellington
Tacoma, WA



319 Jim Cissell
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331 Daniele Hovington
Bothell, WA



337 Brian Bercovitz
Bothell, WA



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Gig Harbor, WA



369 Jeremy Plance
Portland, OR



370 John Paul Nardella
Seattle, WA



403 Bill Mann
Sammamish, WA



456 James Crivellone
Tacoma, WA



469 Ben Wilson
Saint Helens, OR



499 Ryan Haines
Portland, OR



795 Ryan O'Conner
Vancouver, BC

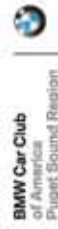
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RACE PROVEN PERFORMANCE



PRO3 has been racing in the Pacific Northwest since 2003 and are excited to participate in the 2012 NAPA Auto Parts Salute to the Troops 125 at Portland International Raceway. PRO3 is a spec racing class based on the rugged and readily available BMW 325i that was manufactured between 1987 and 1991. The restrictive formula PRO3 uses provides close exciting racing. For more information on the history and specs of PRO3, visit us at www.PRO3-Racing.com

PRO3 Photographer: Doug Berger
Designer: Matt Ferbrache



The PRO3 Line *Continued from Page 9*

Sunday was a completely different story on so many levels! Olsen was crashed out on the green flag lap at turn-3 and eventually retired early for a 'DNF.' There were a number of minor incidents throughout the race with four wheels off or the requisite spin-outs in the chicane here and there. For the most part, the racing was tight, close, and clean. The pace car was deployed twice in an effort to clear cars stopped in precarious positions on the course. Even with thirteen cars retiring early, that still left a very sizable grid with plenty of action throughout the lineup. The cars retired for various reasons and only one was due to a more severe incident when Jim Cissell found the tire wall at turn-12. Up at the front of the grid, P1 and P2 were being hotly contested between Ryan Hieronymus and Rick Edwards with Ryan eventually (and narrowly) out-racing Rick. What a great race to watch there! Rounding out the top five were James Colborn, Caelin Gabriel, and Eric Bloise taking P5 driving Tucker Sheppy's "PRO3 Taxi."

In so many respects, the entire weekend epitomized club racing and the PRO3 spirit with parts, advice, and data being shared all around. Everyone had someone to race with, and for the most part, everyone thoroughly enjoyed the event. Most importantly, PRO3 introduced this crazy sport to a bunch of new fans and even met some folks who have attended previous years' events. The Portland chapter of the BMW CCA had a representative on hand for Saturday and Sunday to answer questions and recruit new members. And, of course, every PRO3 car was sporting its BMW CCA—Puget Sound Region sticker!

If you've managed to miss any of our local races this year, come on out for the final event on September 30 at Pacific Raceways. The Club will have a small hospitality tent on hand so come on out and meet some of your fellow Club members!

*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*



Turn One mayhem at the start of Saturday's qualifying race.

Photo by Doug Berger.



The single largest PRO3 grid in our ten-year history; 41 cars taking the green!

Photo by Steve Schaeffer.



Fans young and old alike were snapping up the PRO3 Spotters guides and getting plenty of autographs!

Photo by Doug Berger.

Club Elections

IT'S THAT TIME OF YEAR when we start working on the Club elections for the 2013 Board of Directors. The Club is soliciting members to serve on the Board of Directors for the 2013 calendar year. The elected positions include: President, Vice-President, Secretary, Treasurer, Membership Coordinator, Roster Manager, Concours Coordinator, Tech Event Coordinator and Tour Coordinator. To be eligible for President you must have been on the Board for the immediately preceding two years. To be Vice-President, Secretary or Treasurer, you must have been on the Board for the immediately preceding year. Other positions are open to those who have been Club members in good standing for at least one year.

The four officer positions, President, Vice-President, Secretary and Treasurer, have a two-year term limit. Everything else has no term limit.

If you would like to be involved in the administration of the Club, we always welcome volunteers. But this isn't simply a matter of coming to a board meeting once a month and voicing your opinion. The Club has no paid staff. That means everything that happens in this Club happens through the efforts of volunteers. In other words, board positions mean a commitment to work! That's not to say that involvement in Club administration isn't fun, it is. Most board members find their work on the board and with the other board members to be enjoyable and rewarding.

Here are the duties of the various elected board positions:

President—Responsible for the overall operation of the Club. Leads board meetings and makes sure all the other board members are doing their jobs.

Vice President—Fills in when the President is unavailable. Also responsible for social events not assigned to other board members.

Secretary—Records the minutes of board meetings.

Treasurer—Responsible for the financial affairs of the Club including preparing financial statements, reports to National and the annual tax return.

Concours Coordinator—Responsible for all aspects of the Club's annual Concours d'Elegance in July.

Membership Coordinator—Handles mailings to new members and the recruitment of new members.

Roster Manager—Manages the Club's membership database in coordination with the National office. Provides mailing data for *Zündfolge* and other mailings.

SIG Coordinator—The board liaison with the various Special Interest Groups.

Tech Event Coordinator—Organizes or facilitates Club technical events. These are usually hosted by a business.

Tour Coordinator—Organizes or facilitates Club driving tours.

There are also appointed (rather than elected) board positions. These include:

Risk Management—Responsible for insurance, risk management and legal issues.

Track—Manages all aspects of the Club's high-speed track driving program. Track also has two committee members on the board.

Website Coordinator—Handles everything on the Club's website.

Zündfolge—Responsible for creation and distribution of the *Zündfolge* plus advertising in the magazine. The *Zündfolge* has two staff members who are on the board.

Besides board positions, there are other ways to get involved. One is to attend board meetings as a general member. Another way is to get involved with one of the committees that the Club has. These include the track driving events committee, the *Zündfolge* staff and the Concours d'Elegance committee. There is also the opportunity to chair an event such as a general meeting, tour, rally or tech session. Getting involved in one of these committees or chairing an event is probably the best way to find out whether you might enjoy a board position in the future.

For those that would like to run for one of the elected board positions for 2013, please contact the president (contact information below) or send your expression of interest to the Club post office box. We can tell you more about the duties of each position and what to expect in the way of a time commitment. The deadline is October 15. If there are any contested positions, there will be a ballot and candidacy statements in the November/December *Zündfolge*. Board terms are for the calendar year. Election results will be announced in the February *Zündfolge*. If interested, contact President Michelle Miller at president@bmwpugetsound.com.

The nominations committee is Michelle Miller/Steve Questad/Dane Martin

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Building a Relationship with Your Service Provider

HAVING YOUR CAR SERVICED is usually a bit nerve wracking for the car enthusiast. If you haven't already established a relationship with a repair facility, it can be difficult to hand the keys to your beloved car over to strangers, only for you to leave and not be sure what is happening with it while you're away. Any reputable service provider will work very hard to build that relationship quickly so that you can rest assured your car is in good hands. The goal should be the most efficient and accurate diagnosis and repair of your car, the first time, every time. This is accomplished by listening very carefully to the issues that you are having, asking the right questions, and using the right equipment to track down the problems with the car.

The goal should be the most efficient and accurate diagnosis and repair of your car, the first time, every time.

When you pick your repair shop, you need to determine what is most important to you. Convenience? Price? Expertise? Friendliness? Reputation? All of these are important, and its best to determine what order they are important to you. The next thing to determine is what your expectations are. Do you expect your car to be worked on immediately after drop-off? Do you want to supply your own parts? Do you expect your car back the same day?

A good service facility will help you on all of these fronts. Shuttle rides for convenience, aggressive pricing, trained technical staff, friendly service advisors will all work to build a solid reputation for the business. Further, they will make sure they ask the questions necessary to understand what is wrong with your car, as well as make sure you are equipped with the knowledge of when your car will be looked at, what the repairs consist of, and when your car will be ready. It is vital that you are treated respectfully and with courtesy, no matter who you are. I have worked with middle aged

mothers who were former racecar drivers, and young enthusiasts who didn't know how to check their oil, it is never safe to assume anything about anyone.

Behind the scenes, after you leave your car is when a great shop really shines. A day in the life of typical technician reveals a number of cars to work on each day, usually starting with diagnosis then finishing up needed repairs. Performing diagnosis first allows the service advisor to create estimates and order parts early enough in the day to get them in time for installation. Technicians will usually be doing more standard service work such as brakes, oil changes, spark plugs etc. while that is happening. Later in the day, after standard service work is done, if things go smoothly, the cars that were in for diagnosis will have been notified of the needs on their car, authorized repairs, the parts will have been ordered, and the technician can finish the work. There is usually a lot of juggling and prioritization that is done at each of these steps. Supply issues, stuck bolts, time constraints, and other



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issues all occur with relative frequency, but a good shop keeps the impact to you to a minimum. The intention is that your car is done for you at the end of the day, there was good communication explaining the problem and repair process, the pricing was fair and the work was completed correctly.

Some parts have to be shipped in from out of state or from another country. Some problems are too complicated to be diagnosed quickly. Modern BMWs have many computers and sensors on them, and the process of tracking down a problem can be extremely difficult. The best service facilities will have the correct diagnostic equipment and tools to perform repairs for your car. It is important to note here that diagnostic equipment is not a code checker that is found at your local auto parts store. Make sure you ask your chosen facility what type of equipment is used in their diagnosis as it's vitally important. Good shops do their best to maintain superior

communication with their customers and have all of the options presented to the customer. Things can always happen that lead to delays and increased costs. It is important that your service advisor notify you about any delays as early as possible, as well as call for authorization on any additional costs.

It's very important that your shop asks what your expectations are. If they aren't known there is a high chance they won't be met! Everyone gets busy; questions forget to be brought up or forget to be answered. There is a tremendous amount of responsibility to work on customers' cars. You should feel comfortable asking any questions you have. The worst question is the one that doesn't get asked. Another very important way to judge a service facility is how they deal with an error or broken part on your car. Were you immediately notified of the broken part or damage to the car? If not you should have been! Broken parts or damage unfortunately

is part of doing business in this field. As a customer you should be notified immediately of what happened and what is going to be done about it.

The last and final point is regarding interaction between the service facility and the customer. This is very important for female clients. My comment specifically to this is "the car doesn't care if a man or woman is driving it so, why should I?" I have known many women that have a huge automotive vocabulary. I've also known men that think they have a large vocabulary... you know who you are! Again, it's best to go back to the expectations conversation. If both people make their expectations known each time it's much more likely a positive experience for both parties will result.

Derek Simonsen

*Derek is the owner of
Zündfolge advertiser,
South Lake European in Renton*

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M Car Day a Huge Success

MMMM, HOW TO WE DEFINE SUCCESS FOR CLUB EVENTS? Mostly by the level of participation and how much fun we have. By both measures, this year's M Car Day was a huge success. We had 205 M Cars on display, our most ever, and there is no doubt everyone had a great time.

Griot's Garage was the place and it proved, again, to be the perfect venue. The large parking lot was nearly

full as were the various grass areas. Next year—the roof! Griot's hospitality included providing every M Car member with a car care sample kit.

Every model of M Car was represented except we lacked an M1. Maybe next year. This year included even rare sightings of an X5M and an X6M. 1Ms? Four of them; three orange and one white. M3s in every variation. M5s and M6s of every

type. For a car to stand out at this show wasn't easy but some managed.

We had a frozen gray M3, the limited edition that was done with matte clear coat. Next to it was a fire orange M3, looking much like an M3 CSL. Don Kitch from ProFormance Racing School brought out their M3 Track Taxi, an idea borrowed from the Nurburgring. An E30 M3 race car replica held pride of

Photo by Paul Sanders.



Event Chair Nicolas Hostein welcomes everyone to M Car Day.

Photo by Christian Bouchez.



Griot's Garage help an Idaho M Car.

Photo by Paul Sanders.



Recently completed tribute E30 M3.

Photo by Paul Sanders.



E92s were on the lawn this year.

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place near the front door of the Griot's Garage retail store.

There was even a rare red Z8 on display. While not an M Car, a Z8 can crash the party anytime. It reminded us of just how beautiful this car is. More than ten years after its heyday, the Z8 still turns heads; a modern classic.

The other great thing about this event is the diversity of ownership

interests. Everybody shares an enthusiasm for BMW M Cars, obviously. But some like to keep their car stock, as it was built by the Bavarian Elves. Others consider their M Car as a starting point for a never ending series of performance improvements. Others still make an esthetic statement with cosmetic changes to rival something from Pimp My Ride. At M Car Day, everybody is

welcome. I noticed that everybody at M Car Day was smiling!

M Car Day is the fourth of four big events the Club had this past summer. We started with Burgers and BMWs at the XXX in Issaquah in June. That was quickly followed by the E30 Picnic at the LeMay Museum at Marymount later

Continued on Page 18

Photo by Christian Bouchez.



Featured M3 on the ramp.



E36 M3s took up a whole section of the parking lot.

Photo by Paul Sanders.

Photo by Paul Sanders.



M Car friends from Canada drove to the event.



Happy winners in the Raffle.

Photo by Paul Sanders.

Photo by Paul Sanders.



The fastest Taxi in the West.



The S14 gives more pep to a 2002.

Photo by Christian Bouchez.

M Car Day a Huge Success

Continued from Page 17

in June. The end of July we always hold our Concours d'Elegance. And M Car Day has established its own tradition in August. Maybe we need a fifth big event in September. What do you think it should be?

We had a very successful raffle with prizes donated by Griot's Garage, BMW Northwest, Haury's Collision and Broadstrokes Associates. During

the raffle presentation, Club President Michelle Miller awarded a beautiful M badged rolling suitcase to Lucetta Lightfoot to recognize her many years of service as *Zündfolge* Editor.

The Chairman for M Car Day this year was Nicolas Hostein who did a great job, especially since he had to follow Lance Richert; big shoes to fill. Nicolas was aided by a number of chap-

ter volunteers who handled registration, raffle tickets and parking those 205 M Cars. Thanks to all those members who made the event possible.

Nicolas also arranged for two food trucks which provided a nice choice for lunch. There were Mexican tacos and natural gourmet burgers. The burgers won the popularity contest but both were well received.

David Lightfoot



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Driven by Design

A portrait of Adrian van Hooydonk

Since February 2009, Adrian van Hooydonk has been in charge of all the design teams in the BMW Group. This means he is responsible for the design of a large number of cars, motorcycles and other objects every year. Hailing from the Netherlands, he is known as an interdisciplinary and visionary thinker with a highly developed business sense. He has a commanding and stylish presence, but his basic attitude is one of candor. In the industry Adrian van Hooydonk has made a name for himself as a design manager, and his visions are considered groundbreaking.

The apprentice years: a life takes shape.

The chief designer of the BMW Group is a design man through and through; he lives for industrial design in general and automobile design in particular. Even as a child he was fascinated by things that moved under their own power—cars. Adrian van Hooydonk followed his early vocation and studied industrial design at Delft Polytechnic University, where he chiefly got to know the technical side of product design. He went more deeply into the art of draftsmanship on one of the auto industry's most important seedbeds of talent, the Art Center College of Design in Vevey, Switzerland, where he completed a postgraduate degree. It was there that he first came into contact with BMW, which ultimately led to a job in Munich once he had completed his studies. Adrian van Hooydonk is happily cosmopolitan, but as a Dutchman by birth he feels bound to the design tradition of his homeland. At the same time he is strongly drawn to Italy, the home of design, where in a gap between degree courses he had an opportunity to work in the studio of Rodolfo Bonetto. There followed a short period as a freelance designer in the Netherlands,

from which a further facet of Adrian van Hooydonk emerged: the design manager.

His philosophy: progressive thinking with an open mind

Adrian van Hooydonk sees himself as generalist. He admires his early mentor Rodolfo Bonetto as much as he does Chuck Pelly, the founder of DesignworksUSA. Both have been able to combine two different worlds in their work—those of industrial design and automotive design. This integrated approach is reflected not only in his own career path, starting as an exterior designer at BMW. As President of DesignworksUSA Adrian van Hooydonk placed the emphasis on industrial design before returning to BMW Design. It is an approach that remains key to his philosophy today: car design is not a discipline that stands on its own. It is embedded in people's social environment and bound up with other products that surround them. And so Adrian van Hooydonk cultivates contact with other well-known designers or artists and promotes numerous collaborative projects. For example, at the Milan Furniture Fair he exhibits works created jointly with industrial designers—these peer-to-peer exchanges of ideas serving as both a source of inspiration and a yardstick for his own work. At a personal level he is very interested in the work of Olafur Eliasson, Jeff Koons, Gerhard Richter, Rem Koolhaas, Frank Gehry and the architectural practice Herzog & de Meuron.

His working method: creative freedom

As Senior Vice President BMW Group Design, Adrian van Hooydonk is working with a 500-strong team on the development of a keenly emotional



and authentic design language. He considers his work a success if this language is appropriately decoded by the market and consequently accepted. In a unique design process, Adrian van Hooydonk succeeds in motivating his staff to achieve maximum creativity. In this role as “design coach” he formulates the setting of the task as broadly as possible. It is concept cars that grant the design chief the greatest room for creative manoeuvre; they give him the opportunity to spark off thought processes within the company as well as the general public. In this he has had particular success with the BMW Vision EfficientDynamics, where he has created an icon for the future of driving pleasure. This concept car epitomises sustainable mobility while at the same time embodying a perfect blend of groundbreaking efficiency and hallmark BMW dynamics. With the BMW Vision ConnectedDrive, another concept car, van Hooydonk has succeeded in giving a face to the future connectivity of the automobile and in designing the technologies of tomorrow with a strong element of emotional appeal.

On the personal side

Adrian van Hooydonk recharges his batteries by travelling; he enjoys driving cars and riding motorbikes, speaks five languages, visits museums and draws inspiration from art and architecture. He is fascinated by what makes people tick, approaching them with great sensitivity and close attention, and in this way finding the appropriate solutions. Adrian van Hooydonk is married and lives in Munich.

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