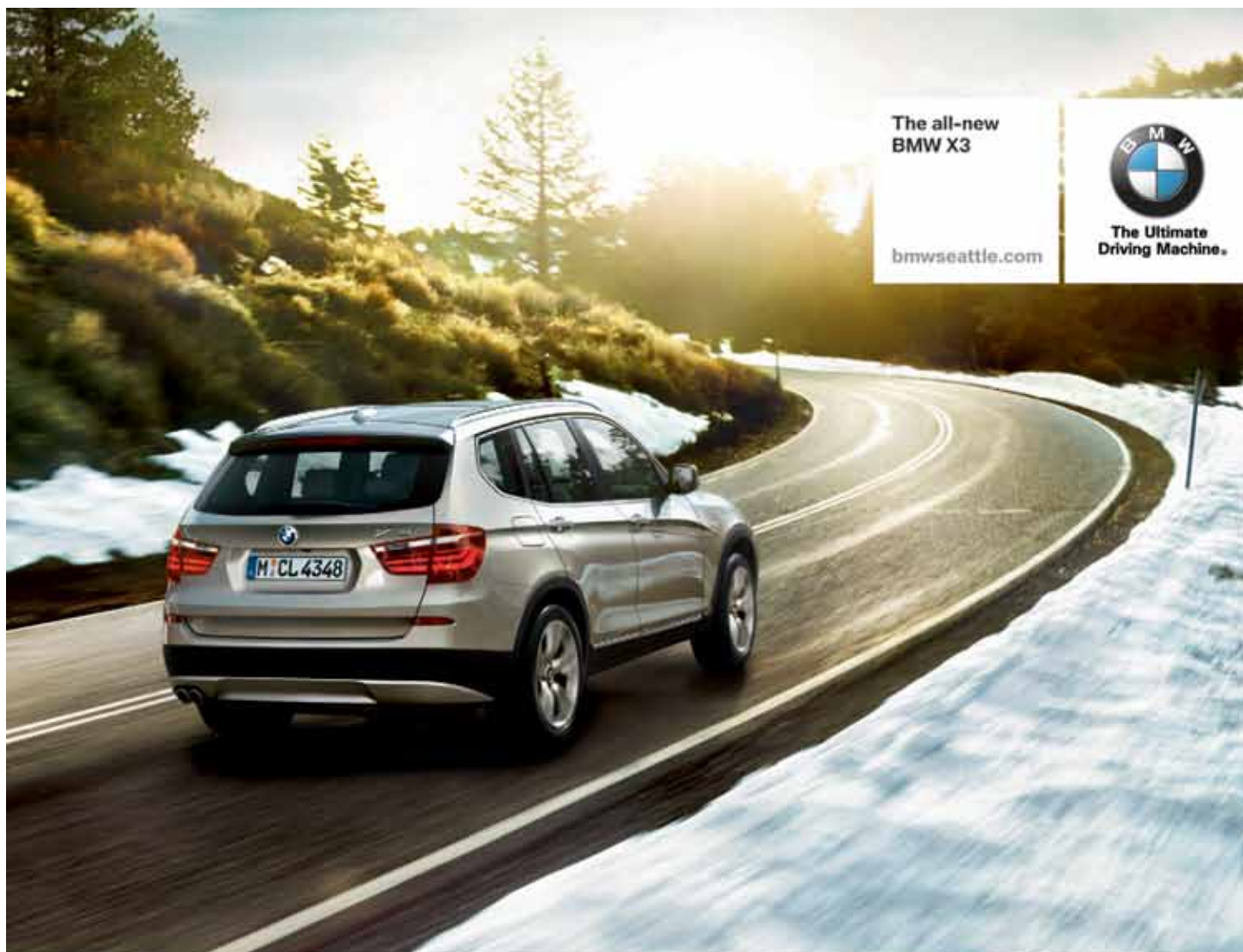




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January 2012





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KALENDER

December 29

Board Meeting: starting time is 6:45 p.m. All members are welcome. Contact the Club President to RSVP and for meeting location.

January 3

Deadline for the February 2012

Zündfolge issue: All submissions must be received by this date. Send to the *Zündfolge* Editor at lucettalightfoot@msn.com.

January 21

Suspension Tech Session at TC Motorsports.

See article in this issue.

January 21

Winter Social Event: Save the date for our annual winter social event at Oddfellas. See article in this issue.

January 26

Board Meeting: starting time is 6:45 p.m. All members are welcome. Contact the Club President to RSVP and for meeting location.

January 31

Deadline for the March 2012 Zündfolge

issue: All submissions must be received by this date. Send to the *Zündfolge* Editor at lucettalightfoot@msn.com.

February 2012

Wine Tasting event. Seattle Urban wine tour. Limited to twelve participants. Please send an email to Lucetta and Duane at lucettalightfoot@msn.com for more details to be sent to you or see the next *Zündfolge* issue for details.

February 23

Board Meeting: starting time is 6:45 p.m. All members are welcome. Contact the Club President to RSVP and for meeting location.

February 28

Deadline for the April 2012 Zündfolge

issue: All submissions must be received by this date. Send to the *Zündfolge* Editor at lucettalightfoot@msn.com.

Spring 2012

Beer Tasting – What's your favorite taproom? See article in this issue.

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FROM THE
EDITOR

- All contributions and correspondence with the *Zündfolge* staff need to be sent to Lucetta Lightfoot, the *Zündfolge* editor, at lucettalightfoot@msn.com. Submit all photos as 350dpi tifs at 100% size. Submit text display ads as 800dpi tifs. Items submitted for publication will not be returned.
- Contact Jim Millet at jimngloriamillet@comcast.net for information about display ads.
- Send all address change notices to bmwcclub@aol.com.
- The *Zündfolge* staff is always looking for volunteers. If you want to help contact the editor.

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

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Tech Session at TC Motorsports

JOIN US AT TC MOTORSPORTS for a suspension tech session at 11 a.m. on Saturday, January 21. Taryn and Carlo (TC) will cover alignments, corner balancing basics, and how to tune a road or track car with the settings available to you.

They will make real time adjustments on a car so you will get an up close and personal demonstration. They will be demonstrate how changing one setting on the suspension can drastically change other settings.

The event is free and open to everyone whether you're a club or professional racer, are gearing up next season's track days, want to spice up your daily driver, know more about suspension, or just hang out with other BMW enthusiasts before the social luncheon at OddFellas. Send your tech session RSVP to Jeff Butler at jeff@hauryscollision.com.

TC Motorsports is located at 1302 West Main Street, Suite #9, Auburn, WA 98001. Their building is in the middle of an industrial park. You'll know it's the right place if you look for BMW CCA signs—and see lots of BMWs.



ON THE COVER

This month's cover features a red Maserati 250F driven by John Surtees and a Maserati 450s, both part of the Juan Manuel Fangio Tribute. This photo was taken by Club member Jerry Warden when he and his wife, Patti attended the Goodwood Revival this past fall. To see more photos and read about the event, turn to page nine.

Photo by Club member Jerry Warden.

Annual Social Event

THIS IS YOUR LAST CHANCE TO RSVP for this year's Annual Social Event. It will be Saturday, January 21, 2012 from 2–4 p.m. In an effort to up attendance and keep costs down, we have changed the event to a lunch gathering. The no-host event will be at OddFellas Pub in Auburn (www.oddfellaspub.com), which is about three blocks from the morning tech session at TC Motorsports (see adjacent article).

We have reservations for forty and we will have an area set aside for us, but you need to RSVP so we can give them a final head count. To RSVP send an email to duanemontagne@msn.com with your name and the names of guests attending. The deadline to RSVP is January 7, 2012. This is a casual setting so please feel free to dress accordingly. There is a family area, but it is separate from where the group will be.

OddFellas is located at 102 W. Main Street. There is plenty of free covered parking next door in the four-story parking garage. With twenty-five beers on tap, steaks, sandwiches, salads, and chops, there is something for everyone!

We hope to see many members for lunch and it is not a requirement to attend the tech session first. Join us for lunch, fellowship with other Club members and some great food!

Duane Montagne
Club Member Volunteer
duanemontagne@msn.com



Join the Fun!

YOUR CLUB IS ALWAYS LOOKING TO YOU to help shape its future and to play a bigger role. We want the Club to reflect your interests. Do you have a favorite past time that you want to share with your fellow BMW enthusiasts? Do you want to learn how to do some repairs on your car? Did you find the perfect back road hiding in the middle of the suburbs? Easy; just let any of our board members know and they can help you put an event together.

We are looking to develop member committees to help support our board of directors so we can do more and create some new excitement and energy amongst all of our Club members. This would include technical, social, tours, shows and driving events as well as membership, *Zündfolge* and general Club administration. Being involved in the Club is a great way to develop new skills and build your resume. The Club is all volunteer-based and enthusiast-focused so is a lot of fun.

It's also a great way to develop new friendships and great relationships with different businesses that support our Club. Check the board of directors at the front of the magazine for contact information for any of us. We would love to hear from you.

Michelle Miller
president@bmwpugetsound.com

Technical Events 2012

JOIN THE TECH EVENTS COMMITTEE FOR 2012. Committee members will participate in the creation and facilitation of Club technical events. We are looking for enthusiastic members who would like to broaden the perspective of events their Club offers. We will be looking to create a calendar of events within the next month. We will meet up at a local venue after work during January to get things kicked off.

Thus far, we are considering the following events. Feel free to let me know what other events you all would like to see.

- Auto property damage/legal seminar
- Basic maintenance/car care for novices
- BMW night at the drags
- Car detail tech session
- Dyno day
- Forced induction for your E36/E46
- Navigating auto repair with repair shops/Washington State auto repair act
- Safety gear/PRO3 racing

To join the technical events committee or to submit an idea for an event, contact me at Jeff@hauryscollision.com.

Jeff Butler
Tech Events Coordinator

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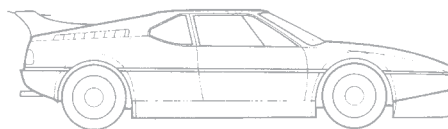
The image shows the interior of a BMW dealership. In the foreground, there are racks of BMW-branded clothing and various accessories like bags and wallets. In the background, there are service counters labeled 'Cashier' and 'Parts'. To the right, several BMW alloy wheels are displayed vertically. The store is well-lit with modern lighting fixtures.

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MOTOR SPORTS



I MENTIONED IN OCTOBER'S COLUMN, the 2011 track season is finished. A few more reflections: We had four track days and most of the events did not have any major amounts of rain. We must be living right! Driving in the rain teaches one a lot; but it's much more comfortable to have a day in the sunshine. And for the whole season, we had no wrecked cars. That makes us all very happy.

Attendance at the four High Performance Driving schools (HPDS) and Car Control clinics (CCC) were generally down this year. The exceptions were the last two Car Control clinics. These two events were full and we are assuming that this type of attendance will carry over to 2012 with more students for the HPDS. We are working with Pacific Raceway for next year's events to all

be on Fridays. Our goal to break even next year is to have a minimum of sixty students for HPDS and thirty students for the CCC.

A meeting will be held in December to establish the fees for the HPDS and CCC. If the price stays the same as 2011 for track rental costs, we will try to keep the same fees for our members (\$195 HPDS and \$95 for CCC).

Our approach is not to make a lot of money, but to break even. We add up all event costs, add a 15% cushion in case we do not sell out and for unexpected costs and divide by the number of participants we can safely accommodate. Then that's what we charge.

What might be interesting for many of you is what these events cost. Most of the costs are items required by the track

or by National to meet the minimum standards for this type of event. The biggest cost by far is track rental. Pacific Raceway charged us \$3,250 for each Thursday date, \$4,750 for Fridays, and \$9,500 for Sundays. We pay an additional \$750 for the use of the paved area where the CCC is held. We pay \$1,200 for two EMT's and an ambulance to stand by. The corner workers are also \$1,250 for the day. Insurance for the event is \$1,450 per day. Minor costs include security, portable toilets, the track sweeper, the water truck for the skid pad, and a wrecker. These add up to another \$1,100 or so. Lunches are \$12.65 per person and we must use the track caterer. Vinyl for car numbers and other supplies typically run another \$500.

Add this all up and you get a big number! Particularly on weekends. In fact, the inclusive cost is between \$1,800 and \$2,300 per hour! That's why we don't waste time at these events.

And while track events are expensive, there will possibly be another choice of venue for club events in 2012.

A new track is being built in Shelton, WA. Check out their web site (www.ridgemotorsportspark.com). I have contacted the track representative and should know their costs and dates in December. I will keep you advised of the progress.

When it comes right down to it, the only way we can keep the event costs this low is because we have volunteer instructors. And they do a terrific job. Perhaps we should just be grateful we can participate in this sport at all.

Happy holidays everyone!

Rick Gulstrom
Driving Events Coordinator
rick@gmsarch.com



Just Drive It

MY NAME IS CARLO SPARACIO ... AND I AM A TRACK JUNKIE. Ok, there, I said it. I bet you are too, or know someone who is. Don't be ashamed, you share the same affliction as many of us do, and I'm here to tell you it's OK.

I love track days. I love racing. I love twisty roads and I don't care what I'm driving when I'm doing what I love. I have driven everything from econoboxes to exotics, and countless types of racecars at over forty different race-tracks across North America.

I've made a lot of friends, broken a lot of car parts, and learned quite a few tips and tricks in my adventures. I will share with you my experiences through a series of articles that you will see right here in the *Zündfolge*. I hope that sharing these experiences with you will help you spend less money and have more fun at the track.

Is this the year you're thinking about taking your car to a high performance driving school or track day? Since I work in the motorsports industry, I meet a lot of people interested in getting started in driver schools and track days. There is some apprehension in many cases, but it's not usually about the thought of doing something new like driving on a racetrack. It's usually

apprehension about whether the car will be prepared enough or be fast enough for a track day.

My first word of advice? Just get out and drive whatever you have! Take it to one of the Club-recommended service centers to have your car looked over for basic safety things like safe brake pads and no serious mechanical issues. Next, just go to the track!

Don't wait until you have those trick control arm bushings or that cold air intake. The worst part about the car is the driver, so get out there and improve the driver by doing something fun and educational. The car will do pretty much whatever you ask of it and your instructor will help you drive the car within its limits and yours.

The worst part about the car is the driver, so get out there and improve the driver by doing something fun and educational.

The minivan I drove at Summit Point was probably the worst thing I have ever hot lapped but I had a tremendous

amount of fun and I learned a few new tricks that day, too. One thing I learned was the Caravan had so little steering feel, it was hard to tell how much grip the front tires had. One way I could tell if I was driving beyond the limits of the tires was when the tires rolled over too far, the lettering on the sidewall of the tires would scrub on the pavement and made a noise that I had never heard before. (It is an awful sound, if you must know.)

To help you learn more about your car, we are hosting a free BMW Club tech session at our high performance service center on January 21. We'll talk about how suspensions, alignments and corner balancing work. We'll also do real time demonstrations on how changing one setting on the suspension will affect another setting. We'll also show how you can tune your car at the track for better performance using the adjustments that come on your car from the factory. Please be our guest and join us!

If there is a topic you would love to see covered in this series of articles, send me an email at carlo@tcmotorsports.net. You can also get more practical tips for high performance drivers at my blog at www.tcmotorsports.net/blog.

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The 2011 Goodwood Revival

WE HADN'T EXPECTED TO SEE SIR STIRLING MOSS. But on Saturday, September 17, on his 82nd birthday, he drove onto the track in his 1961 Tourist Trophy winning Ferrari 250GT SWB. When he got out of the vehicle, he was serenaded by a group of young women dressed as Playboy bunnies, as well as honored by the assembled crowd.

We hadn't expected the plethora of costumes. Hundreds of people were dressed up in period costumes, some obviously rented for the occasion, but others proudly preserved from active service. Many women were dressed in fur stoles, stockings with seams, and high heels, with hats and hairdos in the styles of the 30s and 40s. One woman wore rolled up dungarees and a red-checked shirt, a red bandana on her hair, and bright red lipstick. Upon receiving a compliment on her outfit, she said, "Well, they weren't all rich!"

And we hadn't expected to be as excited as we were about the racing. But the racing is the most important aspect of the Goodwood Revival—at least for



1960 Ferrari 250 GT SWB/C, Royal Automobile Club TT Celebration Race.

the cars. (Some of the vintage aircraft that participated flew in formation periodically, but they didn't race.)

We first became aware of Goodwood after seeing the Festival of Speed on television. We were intrigued by the vintage cars' speed trials competition. Then we found out about the Revival, in which the cars race against others in their class.

When we started investigating the possibility of going, we got help from Jeff Heywood, Chairman of BMW Car Club in England, and specifically from Jeremy Walton, a columnist for *Roundel*. Tickets were expensive, and we were advised that Saturday was the best day to be there.

Continued on Page 12

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GOODWOOD

REVIVAL 2011



BMW Pit row.



1965 1800 TISA driven by Jackie Oliver and Richard Shaw.



The main entrance to the Goodwood Revival.



1929 Lagonda 2.0 litre low chassis tourer.



1958 Kurtis Kraft Offenhauser Dayton steel foundry special.



Sir Stirling Moss.



1963 Ford Galaxie driven by Jim Woodley and James Wood.



Many people came in period dress.



North American T-6G Texas, US Army Airforce.

The 2011 Goodwood Revival

Continued from Page 9

When we realized that we could combine the Revival with a visit with family who live in Thames Ditton (outside London), we decided to go, and looked for a bed and breakfast to stay in. Many are booked months in advance, but we got lucky and made a reservation at the Chichester B&B, with hosts Mark and Sarah Blackburn. When we arrived there, we knew we were in the right place. The other four people staying there had come in a 1929 2.0 Liter (low chassis) Lagonda tourer. They were outfitted with appropriate jackets and headgear, and made their reservation for next year before they left.

This Revival celebrated 100 years of Ford in England, and also offered a tribute to F1 Champ Juan Manuel Fangio, born 100 years ago.

Racing was organized by class of car. The first race was for the Goodwood Trophy, and the cars ranged from a 1931 Bugatti Type 54 to a 1948 Alfa Romeo

‘Alfetta.’ Successive races were for The Earl of March Trophy and the Barry Sheene Memorial Trophy. We really got excited about the fourth race of the day, part one for the St. Mary’s Trophy. The cars included two very loud 1963 Ford Galaxie 500s, three 1965 BMW 1800 TiSAs, Jaguars, Minis, Alfa Romeos, and other cars of similar vintage. The part one race was won by one of the Ford Galaxies, with the BMW driven by Jackie Oliver in second place. The finish was exciting.

We tuned in to the radio broadcast of part two of the race for the St. Mary’s Trophy on Sunday, and were delighted when the BMW, driven in that part by Richard Shaw, not only won the race, but also had the fastest lap.

Other races included a GT class and one exclusively for Jaguar E-type vehicles, as well as many others. Outside the racing grounds car restoration companies displayed examples of their work

We tuned in to the radio broadcast of part two of the race for the St. Mary’s Trophy on Sunday, and were delighted when the BMW, driven in that part by Richard Shaw, not only won the race, but also had the fastest lap.

on some impressive cars, and other tent booths offered refreshments, souvenirs, and music from local musicians.

Our expectations were exceeded in every way. If you’d like to see all the pictures, please email a request to us at pjwarden1@comcast.net. We had a marvelous time, and recommend the Revival to all car enthusiasts.

Patti and Jerry Warden



More Fangio Tribute cars, 1954 MB W196 Streamliner and Lancia-Ferrari D50A.

PRO3

The PRO3 Line

Let the banquet season begin!

I USED TO THINK THAT THE RACING SEASON ended with the final endurance race in Portland every October. Having done this for a few years now, I now know better!

Interspersed in the ICSCC offseason is the banquet season. There's no shortage of dinners and award banquets a PRO3 racer can attend, including the PRO3 dinner (a non-banquet banquet according to Lance Richert), the IRDC banquet (February 11), the BMW Club Social Event (January 21), and of course the headlining ICSCC awards banquet. This is where the final season's points are translated into a classy-looking trophy or championship jacket to be displayed proudly by the recipient.

Coupled with the ICSCC awards banquet is the annual meeting where the Executive Board, the ROD (workers) Board and the Contest Board all convene to provide necessary input and direction for the ICSCC coming season. This is an open meeting that licensed conference drivers are encouraged to attend, in order to get a glimpse of the important work necessary to allow us to continue racing. As in years past, the meeting is held at the SeaTac Marriott and the agenda generally requires a very full Saturday and Sunday morning to work through.

The annual meeting is where member and affiliate clubs deliver their respective members' votes regarding the proposed rules changes each year. The BMW CCA PSR is one such affiliate club. Up through this year, I was honored to represent the thirty-three club members licensed as ICSCC drivers who have identified BMW CCA as their designated

voting club. The organization of ICSCC is truly driver-centric with regards to how it governs itself. The rules-change process is the epitome of representative government in action.

As of this year's annual meeting, I will retire from my position as your contest board representative with ICSCC. Your future representative will be Scott Hendrickson, driver of PRO3 car #27. Scott has been racing for about three years and is anxious to be more involved with helping ICSCC and the BMW CCA keep us all on the track and racing. Thanks for stepping up, Scott!

I hope Scott won't mind me saying so, but he was initially a bit hesitant about volunteering for the position as he felt his racing experience was lacking and that maybe he wouldn't be the best choice for the position. It got me thinking, maybe part of the problem with finding volunteers willing to help out either organization is that new members may not believe they have the experience necessary to help out.

My response to Scott was the same as to anyone else thinking this way. What better way to gain a better understanding of how ICSCC or the BMW CCA works than by jumping in and rolling up your sleeves to help out? There are countless individuals around you who would be very eager to help with advice or direction should you need it. So what's stopping you?

In other end-of-season business, many of you may have heard by now that there is officially a new racetrack in the Northwest. The Ridge Motorsports Park in Shelton received its black ribbon of asphalt in early November. And, true to form, given that once a virgin piece of pavement has been identified, some-

one just has to lay down the first laps! A few lucky club members were treated to doing just that. Randy Blaylock made some video of his runs in a Z06 Corvette (demonstrating exactly how fast and how long that front straight is) and Chris Mason took a turn or two as well. Of special note, though, Ryan Hieronymus also drove a few laps. If you weren't aware, Ryan spent hundreds of hours developing the digital version of the track based on proposed drawings and elevations of the future track. Ryan currently has more time on this track than anyone else, and based on his early reactions to the real deal, I do believe we have a superstar of a racetrack in our own backyard. Expect to see more about this beautiful track in future issues.

Just a quick reminder for those of us with racecars relegated to sitting outside in enclosed trailers or under a canopy without a heat source, as the weather turns cold, it's a good idea to keep at least a light bulb on inside the car to keep moisture at bay and to take care of the coolant system. We don't run antifreeze in these things and the last thing any racer wants to find in the spring is a cracked block due to freezing. Drain the water out at the very least, or better yet, replace the water with a traditional 50/50 mix of antifreeze and water.

And now, back to your regularly scheduled off-season ...

*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*



Driving the 335d or “Tis Better to have Loved, and Lost....”

LAST AUGUST, MY E39 WAS LAID-UP AT BMW SEATTLE, waiting for parts for a repair. This was an unexpected delay. The lady I was seeing at the time, Jan (some of you met her at the Concours in July), and I were spending the weekend in Seattle while my car was undergoing repairs. Since they couldn't finish the car and had to order parts, they graciously loaned me a 335d. So after we got back to the dealership from our day-tripping around downtown Seattle, we had them bring down my car and we unloaded our luggage and put it into the 335d. It was a tight fit but we got everything in the trunk.

For those who do not know, BMW builds more diesel engine cars than gasoline (petrol) engine cars.

For those who do not know, BMW builds more diesel engine cars than gasoline (petrol) engine cars. Diesel is the standard fuel in most of the world. Low-sulfur diesel has been available around the world for years but only recently in the US. This is why high-quality diesel cars have been available only recently on this side of the Pond. BMW builds all of its diesel engines along with most of the 6-cylinder engines in its engine plant in Steyr, Austria. BMW considers the Steyr plant its “Diesel Center of Excellence.”

The diesel BMW brought to the US is the 3.0L turbocharged N57 motor putting out 265 BHP at the flywheel and a near-stump-pulling 425 lb-ft of torque. And pull it does! This motor was not only put in the E90 but also in the X5. The N57 motor is of the common rail direct injection design with variable geometry turbos. Instead of injecting fuel to mix with air in an intake manifold, the fuel is injected directly into each cylinder. This allows for a very efficient and quiet motor. Gone are the noisy, dirty, smelly diesel engine cars of the past! Now we

have very quiet, very fast, and very efficient diesels, but at a price.

BMW Seattle has two diesel powered X5s they use as customer shuttles. I have ridden in these and have asked the drivers how they like them. They report to me they are a bit sluggish at city street speeds but on the freeway on-ramps they get it on pretty quickly. I found this to be true in our loaded 335d but it was not bad on the streets. Even fully loaded, (the E90), is not as heavy as an X5.

So, back to my experiences. My initial impression was the motor is a little rattly at idle (while sitting in the car with windows up) and at immediate throttle tip-in from a stop. But standing outside the car with the engine running at idle, you are hard put to notice it running. Get it up to about 35–40 mph and the engine quiets right down and is nearly as smooth as the M54 motor in my E39, especially at (legal) freeway speeds.

Power? You Want Power? With this motor, you get all the power you can (legally) use. It is very quick to get up

Power? You Want Power? With this motor, you get all the power you can (legally) use.

to merging speed on Seattle freeways, even with the A/C running. Yes, we do use the A/C in Seattle—two months out of the year. In hot years. Punch the throttle and hold on! You are pushed back into your seat and the power keeps on coming! I drove Jan back to her home in LaGrande, Oregon—a six-hour drive, 300+ miles one way from Seattle, all freeway. During early August. Temperatures were in the 90s and the car did not care. Going up Snoqualmie Pass, it was as quiet, powerful and smooth as my E39. It flattened the Mansash and Untanum Ridges between Ellensburg and Selah like they weren't there, despite the heat, steep grades, and elevation changes. Through the wine country of the Upper and Mid-Columbia Valley we rode past vineyards of grapes and hops ripening in the summer sun. Up and over Horse Heaven Pass and over the Columbia River. We stopped at Pendleton, Oregon for a break at the US395 exit, where the rodeo arena is located. The entrance ramp for I-84 eastbound is a steep, long incline. I decided to see what this engine had—and I found out! I gave the throttle just a little angle and WHOA!!! NELLIE!!! Those 265 horses came to life like we were at the first night of the roundup! We climbed the ramp and we entered the freeway at more than the required

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speed to safely merge. I didn't want to scare Jan—or threaten my driver's license—so I kept it sane. (I doubt I could scare Jan—she's owned three V8 powered Mustangs!)

Then on to the infamous Cabbage Hill—in the left lane. The sign going up the steep grade really should say, “BMW's Only—Left Lane.” Rising from an elevation of 1,500 ft at the casino to nearly 3,200 ft at Poverty Flats, this ten-mile stretch of road with its 6-percent grade and hairpin turns tests us amateur little car drivers and professional truckers every day. Fifty-five gallon drums of water are located at strategic points along the shoulder in case your engine overheats. The diesel laughed at this challenge and I kept it at 65 all the way up. Including hairpins! Yes, the E90 is an excellent handling road car!

The sign going up the steep grade really should say, “BMW's Only—Left Lane.”

Then onto Deadman's Pass, then Meacham Pass in the Blue Mountains, at ~4,500 ft, then finally, down to into LaGrande and the beautiful Grande Ronde Valley. I dropped Jan at her home.

The gas mileage was impressive. It was pretty steady at 35 mpg for the entire trip to LaGrande, then back to the Tri-Cities and several days later, back to Seattle when my car was ready. Full car, two of us plus our luggage, hot weather, Big Long Grades, AC on all the time. Lots of power whenever I needed it. The motor stayed cool. Very impressive. This is one sweet machine!

The other thing I noticed was the amount of heat the engine generated. Whenever I exited the car I could feel heat coming from under the car. The

auxiliary electric fans were no doubt running after I turned the car off to continue cooling, as it was during a hot period. I have not noticed that much heat coming off my E39, or other newer cars I have recently driven.

The BMW mpg gauge on the instrument cluster was another interesting difference. I forgot what it started at, something like 25 mpg! It went up as high as 55 mpg.

BMW did have incentives at one time for this motor, which I believe were attached to some tax breaks for customers who bought high-mileage, low CO2 emission cars.

This engine came at an impressive premium—\$4,500. BMW did have incentives at one time for this motor, which I believe were attached to some tax breaks for customers who bought high-mileage, low CO2 emission cars. That premium could be one reason BMW no longer offers the diesel in the 3-series, but is continuing to offer it in the X5. It is a stiff premium. But it offers a tremendous performance boost with an increase in fuel economy, even with the higher price of diesel fuel. If in the market for a fast yet efficient E90 and you want to avoid the fuel pump problems with the twin-turbo N54 motor, but do not want the expense of an M car, then the 335d would make a very worthwhile choice. A great around-town or long-distance commuter, it would be an awesome road car! Too bad it was not available in the convertible E93 chassis.

The E90 diesel and my Jan—“Tis better to have loved, and lost, than never to have loved at all!!!”

Karl Agee



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Future of Flight Tour was a Dream

WE WERE SOLD OUT for our Future of Flight tour on November 19. It was great to see families come with their children to this educational and interesting look at the history of the Boeing Company and the direction they are headed in the future. We were able to view the 747, 767, 777, and the 787 Dreamliner in various stages of production. Our tour guides gave us an inside look at how these Boeing airplanes are making a difference in our lives; whether it be traveling on our own,

acquiring goods, or experiencing amazing food from around the world in record time.

The Boeing factory tour and the information presented at the Future of Flight building bring it all together. Many of our BMW Club members told me this is something they had thought about doing but needed the extra nudge to actually go. They were very happy they finally did learn more about the high tech and magical products that are built right here in our own backyard!

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Airways Brewing Recap

BMW CLUB BEER CONNOISSEURS learned about hops, grain, yeast, and water when they toured Airways Brewing on November 12. We learned both the ins and outs of making beer and a little bit about the craft brewery business as well.

Brewmaster Alex gave the home brewers in the crowd some great tips for hops suppliers and how to re-use yeast. Alex also pointed out that Airways Brewing procures their ingredients as locally as possible.



Airways Brewing has gone big time with brand new brewing equipment, moving from a garage-size system to large stainless tanks complete with a computer control board that looks like something out of Star Trek. Tastes of delicious beer samplings concluded the visit.

Do you have a favorite taproom or craft brewery that you want to share with Club members? Let me know and we can work on an event together for the Spring of 2012.

Michelle Miller
president@bmwpugetsound.com



Autocross with Porsche Club



WITH THE HIGH PERFORMANCE DRIVING SCHOOLS DONE FOR THE SEASON, Club members took up the Porsche Club's invitation to attend their October autocross event.

We were blessed with a beautiful, sunny but chilly October day. The BMWs looked great out there, weaving through the cones and putting all the BMW engineering and handling capabilities to work. Times got faster and faster as the pavement and tires heated up and we learned the course.

In addition to us, the Western Washington University Formula SAE team was there. It is the start of the school year and was great to see so many young men and women interested in motorsports.

Check out the Club forum for videos and full results from the October event. The best news is that Porsche Club has invited BMW CCA members to be their guests at their 2012 autocross events as well. This will be a great benefit to help you develop your driving skills. Keep your eye on the *Zündfolge* for the 2012 schedule.

Michelle Miller
president@bmwpugetsound.com



Free 2012 PRO3 Calendars

THE BMW PRO3 GROUP is again providing free PRO3 wall calendars locally to Puget Sound Region Club members, a \$12 value to the rest of the country. To get your free copy, visit one of the following listed businesses who have kindly agreed to serve as a distribution point for the 2012 PRO3 Calendar. Use your favorite search engine to get their business addresses.



Enjoy twelve colorful months of BMW PRO3 action racing at tracks all around the Pacific Northwest. Additional support has been provided by 425 Motorsports, DynaSport, Haury's Lake City Collision, and WestWerks Automotive.

Distribution will start December 1, and supplies are limited so act early to get your copy! This high quality calendar features PRO3 images shot through the lens of local photographers and designed by Club member Matt Ferbrache. For those that own the 2011 calendar, this one is ten times better! Partial proceeds from the calendar will benefit local assisted living agency Shared Journeys.

Calendars are also available for sale for \$12 each. Visit www.PRO3-Racing.com for ordering details.

Lance Richert, Lance@Richertnet.com

DISTRIBUTION LOCATIONS

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1986 635CSI: Daily driver. Tan with tan interior. Five speed standard trans. \$2,000. Black Diamond, WA. Please contact Harold at hhutch1234@yahoo.com or 360-886-7038.

1974 2002tii: No time or money to continue working on, please take over and finish up mostly cosmetic issues on this classic! Has been in the garage since I acquired in 1988, and I've driven an estimated 1,000 miles. 320i wheels, essentially new tires, the dash is un-cracked and in great shape, the interior pretty good, and the car does have a couple of typical minor rust spots. Can drive now while working on. \$3,500. Please contact me at k.hartz@comcast.net or 253-862-4020 for additional information.

Parts For Sale

E36 M3 Radiator, for automatic. New in the box. German made. Insurance bought me one after I had bought this one. New and untouched. \$100 plus shipping if we can't meet. Call Duncan at 253-376-4567.

Tow Dolley: with tie down straps and additional magnetic lights. \$350. Contact Harold at hhutch1234@yahoo.com or 360-886-7038.

Miscellaneous

Puget Sound Region Club Merchandise: a limited amount of long sleeve and short sleeve white T-shirts with the silk screened logo available through Lynne Eskil. A handful of grey sweatshirts are also available. Please contact Lynne at lynne.d.eskil@boeing.com for details and pricing information.

DEADLINES

January 3: February Issue


January 31: March Issue

February 28: April Issue

Classified Advertising Policy: Classified ads are free to current members. *Zündfolge* staff reserves the right to edit all classified ads. All ads must be typed and emailed to the Editor, Lucetta Lightfoot at lucettalightfoot@msn.com or mailed to *Zündfolge*, c/o Lucetta Lightfoot, P.O.Box 99391, Seattle, WA 98139. **All ads must be submitted for EACH publication.**

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BMW Car Club of America Puget Sound Region Club Discount List

Discounts can be one of the most valuable benefits of membership, as most members save many times their annual Club membership fee. You must let any participating business know that you are going to use your Club discount when first talking to them and be prepared to show your BMW CCA membership card. This will help them in preparing the paperwork and save you the possibility of having your discount denied. Do not negotiate your own discount and then expect the business to add the Club discount in as well. Some of the participating businesses may be part of a chain operation. The discount is only good at the location listed below.

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