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August 2011





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August 2011

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KALENDER

July 24

Concours d'Elegance: Join us with family & friends for this year's show at Renton's Cedar River Park. BMW Seattle and Griot's Garage will once again be graciously sponsoring this event. Contact Steve Questad for more information at snjq7@hotmail.com or 206-547-2025.

July 28

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

August 2

Deadline for the September 2011

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

August 6

Focke-Wulf Flying Debut at the Flying Heritage Collection: Come see the flight of a Focke-Wulf Fw 190 A-5 with a 14-cylinder BMW 801 engine. The original date was cancelled due to weather. Be there at noon if it is clear.

August 12

BMW Club Friday Night at the Drags:

Come join the fun! To RSVP or ask questions contact Jeff Butler at jeff@hauryscollision.com.

August 20

Sunrise Tour: join Club Members for a tour to the Sunrise area in beautiful Mount Rainier National Park. See article in this *Zündfolge*

and check the Club Events section at www.bmwpugetsound.com for updates. Send RSVPs and questions to Scott Hieronymus at tours@bmwpugetsound.com.

August 21

M-Car Day: at Griot's Garage, Tacoma. See the article in this issue or contact Lance at lance@richertnet.com for more information.

August 21

BMW: 95 Years Young: presentation to be given at 2 p.m. at Griot's Garage in conjunction with M Car Day. See the full promotion in this issue.

August 25

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

August 30

Deadline for the Oct 2011 Zündfolge issue: all submissions must be received by this date. Send to the *Zündfolge* Editor at lucettalightfoot@msn.com.

September 16-18

Sunriver Festival of Cars: for full details see www.sunriverfestivalofcars.com. Club contact for this event is Lucetta Lightfoot at lucettalightfoot@msn.com.

September 23-25

Lake Chelan Wine Tour: Join us in sunny Chelan this year for the annual wine tour on September 23-25. See registration details in the July *Zündfolge* issue. For details contact Dane Martin at bmw@pc-resource.com.

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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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August 12

BMW Night at the Drags

Here is your chance to "see what she'll run."

COME JOIN US and bring your BMW for an evening of drag racing Friday, August 12. We'll be setting aside some space in the pits for the Club members to meet up, hang out in and remove all of their belongings from their cars. This has been a lot of fun in years past so leave work a bit early as the gates open at 4 p.m.

Although going fast in a straight line seems easy, most of the BMW faithful needed a bit of practice before we could achieve a respectable ET as drag racing proved to be harder than it looked. By the end of the night we started to turn in some decent times. The trick is to leave on the last yellow light.

The mix of cars keeps getting better and better each year, lets make this year no exception. What will you bring?

Friday, Friday, Friday, sixty-four funny cars (or funny people trying to drag race road cars) see you there!

Please send your RSVPs to jeff@hauryscollision.com.

Jeff Butler
Tech Events Coordinator

Focke-Wulf 190D to Make Flying Debut August 6 (Maybe)

August 6

PAUL ALLEN'S FIRST BMW-engined warplane is in Everett and made its static debut on April 23. On June 18 it was to make its flying debut. Alas, rain and terrible visibility made a flight of this old bird either impossible or imprudent. Anyway, it didn't go up although a few people got to see it taxi and heard the sound of a 14-cylinder BMW engine. How many can say that?

The plane is now scheduled to make its flying debut, weather permitting, on August 6. This is the Flying Heritage Collection's "Luftwaffe Day," so the FW190 will be joined by other planes from Germany including a Messerschmitt Bf109E and a Fieseler Fi 156-C2 Storch. Flight time is scheduled for noon to 1 p.m.

The Flying Heritage Collection is mostly WWII warbirds. There are American, British, German and Russian planes. But the Collection seems to be most heavily weighted towards German machinery.

The plane with the BMW engine has been restored to as-new condition and has the livery worn when it was shot down over Russia towards the end of World War II. The pilot was Paul Ratz and Herr Ratz's name is on the plane with its Luftwaffe markings.

Admission to the Collection is \$12 for adults, \$10 for seniors and military, \$8 for those six to fifteen and free for children under six. You can also buy an annual pass for \$50 which includes two adult guest passes. Watching the Fly Days from the parking lot is free.

David Lightfoot

Driving Directions:

- From I-5 take the 128th St exit (#186).
- Turn west on 128th St, which will become Airport Road at the intersection of 128th and Highway 99.
- Continue on Airport Road and turn left at 112th St SW.
- Turn right onto 30th St W.
- Turn slight left onto 109th St SW and follow signs to the Flying Heritage Collection. Parking is free.

August 7

Fourth Annual Sunday at the Depot Car Show

Free admission to view a unique collection of fine European automobiles. From 11 a.m. to 4 p.m. at Depot Market Square in Bellingham. Refreshments by Man Pies and Mallard Ice Cream. Peoples Choice Awards. All proceeds go to the NW Therapeutic Riding Center. Hosted by Northwest European Autoworks. More information at 360-715-EURO or www.nweuropean.com.

Zündfolge



ON THE COVER

This month's cover features a fish-eye view of the E30 Picnic held in June. To see more photos of the event and to read about it turn to page eight.

Photo by Brad Bowen.



COME HAVE SOME FUN IN OUR GARAGE!

Need a great excuse to get in your favorite BMW and go for a drive? Please join us on the first Saturday of every month for Caffeine & Gasoline. Enthusiasts from all over the region have been enjoying this informal car show for months. It's a rain or shine event that starts at 8:00 and goes till... whenever. Skip the yard work, enjoy some coffee and donuts and come have some fun in our garage! For directions, go to www.griotsgarage.com/tacoma or call 253-922-2200. Our fantastic store is open Monday - Friday 9:00AM - 6:00PM, Saturday 9:00AM - 4:00PM and Sunday 10:00AM - 2:00PM

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M-Car Day at Griot's Garage

August 21

Last year's M-Car Day was a lot of fun, so we're doing it again! Let's have a special M-Car Day to celebrate all of the wonderful BMW M Cars that have thrilled us over the years. Please mark Sunday, August 21 for a very special day of camaraderie to celebrate all things rated M. Our hosts will be Griot's Garage at their new facility in Tacoma near the Tacoma Mall. Last year saw 170 M Cars in attendance!

Griot's Garage is picking up the tab for lunch, which will be a great barbeque lunch! Yes—lunch will be FREE to each M Car owner in attendance and one of their guests! In order to qualify for the free lunch, we need an RSVP from you no later than Tuesday, August 16. Your RSVP will allow us to provide the BBQ caterer an accurate number of meals to prepare. Additional lunches may be purchased by those that do not RSVP by the deadline.

When you RSVP, please provide me with your name, year and type of M Car, number of guests, and your city. You can RSVP to me at Lance@Richertnet.com.

We'll park the M Cars by E chassis type, so owners can compare notes on common maintenance issues and modifications. We'll also have a section for regular chassis that have had M Power engine transplants. Please plan to roll in between 10:30 a.m.–11 a.m. The BBQ



Photo by Jason Tang.

lunch will be served around noon. Later at 1:30 p.m. we'll have some special presentations and a raffle for some great prizes.

A special presentation of "BMW: 95 Years Young" will be presented by David Lightfoot at 2 p.m., see that promotion for full details.

During the day, Griot's Garage will open their facility for special tech sessions on the care and feeding of your M Car.

Griot's Garage will provide a free Car Care Product sample to all those attending plus there will be special discounts in their on-site store. Don't miss this fun and informative day for M Cars!

Club members without an M Car are also welcome to attend the event to enjoy the day. There will be additional parking for non-M BMWs.

This event is free, but for planning purposes, please RSVP by e-mail to me.

Lance Richert, '88 M3

E-mail: Lance@Richertnet.com

Cell: 425-443-2188.

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BMW: 95 Years Young

August 21

ON AUGUST 21, 2011, SUNDAY, at Griot's Garage in Tacoma, David Lightfoot will present "BMW: 95 Years Young." This is a presentation of BMW's history originally delivered at the LeMay Collection at Marymount Museum as part of a month-long featuring of BMWs. Since the day and time of the LeMay Museum presentation made it difficult to attend, we are repeating this on a Sunday afternoon so that more members can hear it.

The presentation will be at the Griot's facility, in the same area we used for our banquet earlier this year. It is a beautiful room and will be a great place to share a lot of BMW history with those interested. And besides, Lance is going to make sure there is ice cream for everyone!

The presentation is chronological, starting a few years before BMW's founding in 1916. It then traces the history of our favorite car company

through 95 years of triumph, tribulation and at least three near-death experiences. While BMW is currently one of the strongest and most respected automotive brands in the world, it wasn't always so. In fact, it is almost a miracle this company still exists.

The presentation covers not only the products—cars, motorcycles and airplanes—but also the people who have shaped this remarkable company, whose products we love. Come, spend an hour or so, and learn more about the Bavarian Motor Works.

BMW: 95 Years Young will be presented towards the end of M-Car Day. You're welcome to come for some or all of M-Car Day and then attend. Or, if you're interested in just the presentation, come have a look at the last of M-Car Day and then come indoors for ice cream and the presentation.

The presentation will begin at 2 p.m. Get your ice cream and join us. For the location and directions to Griot's Garage see the M-Car Day article on page five.



Photo by Lucetta Lightfoot.

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RECAP—Burgers and BMWs

YOUR CLUB'S SECOND ANNUAL "BURGERS AND BMWs" at the Triple X Drive-in on June 5 was again a huge success. The weather was good, the BMWs filled every parking stall and the root beer was flowing (especially the root beer floats).

Over 180–190 cars parked and cruised through the parking lot area. You could wander among a variety of Bimmers old and new, meet old friends, or make new friends and share your enthusiasm with fellow Bimmerphiles.

I am looking forward to next year's event to make it bigger and better. Again all Club members and non-Club members will be welcome and there will be no cost to show up.

Rick Gulstrom, Track Event Coordinator
rick@gmsarch.com



Tenth Annual E30 Picnic = E30 Fun

THOSE IN ATTENDANCE saw plenty of E30s at the E30 Picnic... 205 to be exact! The picnic has grown 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.

Sunday was the big day and the sun was out as droves of E30s descended to the LeMay Marymount Museum's east lawn. The site was gorgeous with lush green lawn and towering trees lining the perimeter. The E30 owners in attendance were a diverse group. Though many owners were in their 20s and 30s, enthusiastic owners were in attendance up to 74 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 were represented. Two-doors and four-doors, rear drive, all wheel drive and TWO rare touring models from Canada. More and more E30s are seeing M50 and S50 transplants as evidenced by the engine-swapped E30s on display! The mix included forty of BMW's homologation E30 M3s including Bill Buchanan's beautiful Bastos tribute car. Four PRO3 cars were on the lawn too.

Special Awards Went to:

Oldest Owner: Ed Dittmar, 1988 M3, 74 years young

Youngest Owner: Andrew Cudlipp, 1984 318i, 16 years, 4 months

Furthest Traveled: Tony Abatangelo, 1987 325is, Chicago, IL
2,063 miles one way!

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Race Skids

In particular, donation of a full set of four 17" Beyern Wheels from Bavarian Autosport and Beyern raised the profile of the raffle this year. We raised \$1,500 for the museum from raffle ticket sales.

The 11th Annual E30 Picnic Weekend will be next June, date to be decided. For details watch the official web site at www.E30Picnic.com. The E30 Picnic contact is Lance Richert at Lance@Richertnet.com.

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One of the Featured E30s was Ed Dittmar and his 1988 E30 M3

The Best of the Best in a Car—1988 BMW E30 M3

IN 1988 I STARTED A LOVE AFFAIR WITH A CAR. I was trying to find a car to replace my aging 1979 320 BMW. It had served me well after I had modified it with a turbo adaptation, suspension modification, and other enhancements. I test drove a number of sports sedans to find a suitable replacement. After each test drive I would get into my 320 and find that it was a better feeling car than the new one I had just tested. I decided to fully bring the 320 back to perfect condition and put together a list of parts I would need.

I went to the BMW dealer in Bellevue to order the parts. As I was waiting for the parts man to help me, the owner of the dealership came by and we talked. He invited me to come and see a car that had just arrived at his place. As I saw the car I remembered driving by the BMW facility in Munich, Germany the previous year and in the display area there was a car standing there. As I drove by I assumed this was a concept car and I mentioned to my wife “I could relate to this car.” Now, that car had just arrived at my BMW dealer!

I was invited to test drive the car, and I took it for a 60+ mile ride. I loved the handling, the power, the sound of the engine, the sporty exterior, the functional controls, the interior designed for an engineer and the race car attitude. When I returned to the dealership I asked if I could drive it home to show it to my wife and have her drive it. She did, and we shortly took it back to the dealership with smiles on our faces. We got into our 320 and started for home. As I was driving home I realized that my 320 felt like a piece of junk when compared to the M3, and after a few miles of discussion we went back to the dealership and ordered the new M3 with delivery to be taken on our next business trip to Germany. We picked it up a few months later in Munich, Germany, drove it on our business trip and shipped it home. As a side note—our second experience of picking up a car from the factory in Munich was delightful!

This silver M3 has turned out to be the best car, as well as the most satisfying automotive investment of my life to this point. I will be turning over 500,000 miles this year, and I am still driving it daily.

Here are bits of my relationship with my M3 . . .

Since I wanted to tow my small ski drag inboard boat, I installed a trailer hitch of my own design as the first order of priority. The M3 has towed that boat for thousands of miles on short, just to the lake trips, as well as a couple of thousand mile vacation trips. It proved that

it can tow the boat at 120 MPH while passing a row of trucks on a desert highway, as well as staying in the fast lane on a mountain pass. It still now tows my recent replacement for our wooden boat, a fiberglass Jolly Rodgers with a ski tower and an outboard. The hitch doubles as an attachment base for my bike rack and often is used to carry four bikes to the trails we may want to ride. It also is the rear mount for my car-top ski carrier box. By mounting the box far to the rear I can use the sun-roof even with the ski-box on.

In my younger years, I considered speed limits on wide open cross-country roads a waste of productive time, I installed a radar detector and a CB radio. This helped save time and money. Here are two examples. Two of us, both masters ski racers had qualified for the national championships held at Big Mountain, Montana. We decided to leave after work in Seattle, Washington, the day before the first downhill training day. Leaving Issaquah late in the afternoon we felt it important to get to Big Mountain as fast as possible in order to get a good night's sleep before the training day. We averaged just under 90 MPH for the trip. A year or so later my friend purchased an M3 of his own. Also, a co-worker from the past was a passenger in my car a number of times. He also purchased an M3. On another occasion I was traveling from Utah to Seattle. A hundred miles into the eight hundred mile trip I was passed by a 911 Porsche and decided to save more time than I was willing to risk on my own. I gave him five hundred meters and started following him. He was in a big hurry, or he wanted to lose me. In the open stretches of the highway he was leading me at close to 150 MPH. I stayed with him all the way past Pendleton, Oregon, where I needed to turn north while he went west in direction of Portland. At one spot he turned off for fuel, and, as I also needed fuel, I followed suit. In the station we talked, and he asked how fast this little sedan could go. I answered, faster than yours, for you have not lost me. He agreed.

I learned at one point that there was an extra fuel tank available in Germany, which allowed for a twenty gallon load. It was put into the car, and I now have a five hundred mile range on the highway.

In the past I have replaced cars for two reasons—first, when the car costs more to maintain than to replace, and second, when my ego wanted a new car. Neither of these desires has yet overtaken me. So here is an E30 M3 with almost five hundred thousand miles on it and I am still driving it and enjoying the ride.

Ed Dittmar, 1988 M3



Photo by Lucetta Lightfoot.



Mac Joiner and Alyssa Eckley drove up from Eugene, OR for the E30 Picnic on June 26. It was Mac's birthday this day and Alyssa's the day before. It seemed fitting that Mac won several raffle items including the woman's driving shoe in Alyssa's size. They had a great time at the event!



Mike Ellis (right) driving with two fellow E30 enthusiasts.

Photo by Brad Bowen.

Photo by Brad Bowen.



Happy winner of a set of wheels donated to the raffle from Bavarian Autosport and Bayern Wheels.

Photo by Brad Bowen.



Photo by Brad Bowen.



Photo by Benjamin Toombs.



Photo by Brad Bowen.



Photo by Benjamin Toombs.



Photo by Brad Bowen.



Photo by Brad Bowen.



Long time Club members, Chuck Christensen, Todd Vogt and Denny Organ checking out a line of E30s.

Photo by Brad Bowen.

Photo by Lucetta Lightfoot.



Mac's pile of raffle winnings!

Photo by Benjamin Toombs.



Ed Dittmar sharing his interesting story of his E30 M3.



Tony Abatangelo, won the prize for the furthest traveled. Tony drove his 1987 325is, from Chicago, IL; 2,063 miles one way!

Photo by Benjamin Toombs.



Photo by Brad Bowen.

Chapter Financial Situation and What it Means to You

OUR CHAPTER HAS ALMOST ALWAYS been in good financial shape. We still are but things have become a bit tighter than we've been used to. (There seems to be a lot of this going around.) We are far from a crisis but it has become a concern for the Board of Directors and was a topic at the June 30, 2011 Board meeting. It was suggested that this be brought to the attention of the general membership.

The reasons for our chapter finances getting tighter are several. First and foremost, in February 2010, the Oregon chapter was formed and we lost about 700 members from the Puget Sound Region chapter. The new chapter is a good thing; they can serve Oregon members much better than we could. But we lost about \$1,000 per month in dues revenue. Adding to this has been the general decrease in membership that virtually all BMW CCA chapters have experienced over the last two to three years.

We also went to an all-color *Zündfolge* last year. Everyone seems to agree it looks terrific; the best chapter magazine in BMW CCA, but it is more expensive to produce. *Zündfolge* is where we spend most of the members' dues because it benefits everyone.

We've also been losing money on events. Our track event attendance has been down ever since the start of the recession. This has been a common experience for most of the car clubs. 2010 was terrible but this year is much better although we're not to breakeven yet. Some events we don't charge for despite the chapter incurring costs. These include the Burgers and BMWs event at Triple X, tours and tech sessions. All of these events are insured and many have a rental fee for the site.

We will probably begin to have a nominal charge for these events to cover our costs. It is likely that we will also have more events that have different fees for members and non-members, since the chapter shouldn't be subsidizing events for non-members. There will also be some general "belt-tightening" that you may notice.

The Board is working hard to get us through this tight period without disrupting the level of member services. Thanks for your understanding.

Would you like to help? Become more active! Recruit a new member or three; maybe we can replace those 700 members we lost. Come to a track event and help us fill them to capacity.

David Lightfoot, Treasurer
d.lightfoot@comcast.net

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Two More Chances to Play



WE'VE HAD TWO OUT OF FOUR of our 2011 track events. Our next event of the year will be August 12, a Friday, at Pacific Raceways. The last two events are going to be on a Friday, so don't miss the chance to come out and join the fun.

The Car Control Clinic was sold out the last event. So don't delay if you want to attend the next CCC. I suspect it is going to be oversubscribed again. The price will be the same, \$95. Still, \$95 is a great deal for the instruction you'll get and the fun you'll have.

As a reminder, the CCC activities include slalom, emergency braking, collision avoidance, autocross and wet skid pad. You'll have close instruction throughout all the drills. You'll also have a chance at lunchtime to drive the big track (slowly) and later to get rides with the instructors around the big track (not so slowly). You'll love it.

The High Performance Driving Schools have also been very popular, although not complete sell outs, only short by five students at the last track event. The next HPDS is on a Friday and in the middle of August and the day should be full of sunshine, we're expecting a big turnout. So don't delay on your registration on www.MotorsportReg.com. The price for the HPDS is \$195.

As ever, there will be instruction for everyone and you will have an excellent chance to improve your high performance driving skills. Don't forget lunch will be provided.

Two more chances in 2011 to be on track with the BMW Club so plan on joining us for what promises to be a super day!

See you at the track

Rick Gulstrom
Driving Events Coordinator
rick@gmsarch.com

2011 Driving Events Calendar

Other Events Open to CCA Drivers

August

12 Driving School & Car Control Clinic at PR

September

9 Driving School & Car Control Clinic at PR

Other Events open to CCA Drivers

August

6 PCA Young Driver Skills Day at Bremerton

11 PCA School at Pacific Raceways

15 BMW CCBC School at Mission

29 BMW ACA School at Portland

September

2 BSCC Lapping Day at Bremerton

3 PCA School at Pacific Raceways

11 BMW CCBC Skills Day at Pitt Meadows

15 ALFA Lapping Day at Bremerton

19 BMW CCBC School at Mission

27 PCA School at Pacific Raceways

October

7 BSCC Lapping Day at Bremerton

15 PCA Skills Day at Bremerton

22 ALFA Lapping Day at Bremerton

23 BMW CCBC Skills Day at Pitt Meadows

30 PCA Skills Day at Bremerton

November

6 BMW CCBC Skills Day at Pitt Meadows

12 ALFA Novice School at Bremerton

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www.iebmw.org, sadare@aol.com

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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

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Porsche Club, Tom Pritchard
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PRO3

The PRO3 Line

2011 Championship Points Update

PRO3 COMPLETED the sixth race of the 2011 Championship Points Season for ICSCC at Mission Raceway Park in Mission, BC over Father's Day Weekend in June. This race is roughly the half-way point for the 2011 racing season with a whole bunch of racing about to happen in mid to late July. More on that in a moment.

Racing in Mission has a sordid reputation among some Conference racers, and that reputation, in this author's mind, is not warranted.

Racing in Mission has a sordid reputation among some Conference racers, and that reputation, in this author's mind, is not warranted. I've heard the same excuses every year about why people don't race Mission: "It's tough on brakes." Or, "The concrete walls are intimidating." Or, "I can't get through customs due to my felony conviction from smuggling drugs across the border while in college. Hey, I was young, I needed the money!"

Yep; I've heard them all. True, Mission presents a different racing experience than any other track, but the reality is, there is no challenge at Mission that is any different in significance to the other unique challenges at any other race track. In fact, I contend that after racing at

Mission for a weekend, you will improve as a driver. Allow me to explain.

Mission is a shorter track. At only 2.12 kilometers (1.3 miles) in length, it's the shortest of any track we race here in the Northwest. Each lap is a tight series of corners connected by short straights. In fact, a typical PRO3 car with a 4.10 differential will require shifting about 15–16 times per lap and you will never see fifth gear. That's a lot of

effort put out for one lap, let alone 22 laps in a race. You need to be spot-on with your braking, heel/toe shifting, and

What that means is that racers must focus on entering a corner correctly and managing that corner adequately to come out the other side with an inch or so to spare with the barriers.

be quick to the throttle in order to maintain your speed out of the corners.

The concrete barriers can be rather intimidating to the average club racer. The runoff at the exit of turns 2 and 6 consists of a geographic area equivalent to the width of the painted fog line before meeting the jersey barrier. You cannot go wide at those exits and if you do, plan on repairing that rear trailing arm (or worse!) What that means is that racers must focus on entering a corner correctly and managing that

corner adequately to come out the other side with an inch or so to spare with the barriers. In the rain, those barriers seem to come even closer to the racing surface. But you can't focus on the wall—focus where you need to be! Truthfully, picture every turn at any track the same way as Mission, and I will bet you will curb that nasty habit of using the gravel at corner exits as additional racing surface.

True, Mission is very tough on brakes. They get hot and don't have a chance to cool

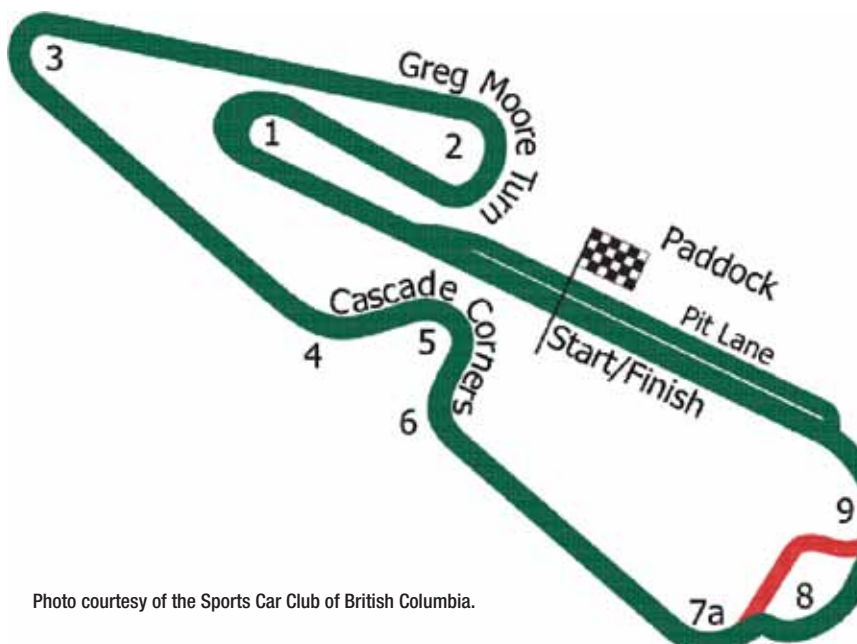


Photo courtesy of the Sports Car Club of British Columbia.

down during a race due to the lack of a decent length of straightaway. To that, I say, "So what?" I've news for you: racing is hard on brakes regardless of the track!

One person who was not deterred from trying her hand at Mission, after taking five years off from racing, in part to grow a business, earn a Masters degree, and start a family, is Taryn Sparacio of TC Motorsports. Taryn had not been behind the wheel of a racecar in roughly five years and had yet to have experienced PRO3 racing. She felt it was time to do a little product testing and flogged the TC Motorsports rental PRO3 car around Mission Raceway in both Groups 1 and 5. Taryn was required to do an observation race in the Novice group on Saturday before she could join the ranks of other Area licensed drivers. Not surprisingly, she passed that requirement without so much as a concern. Even Taryn admits that the driving talents she had five years ago did not come back to her nearly quick enough—or as quick as she would have liked! All in

In Group 1 competition, PRO3 that weekend was dominated by Dan Gavrilu who led the grid through wet conditions and then dry track during the race.

all, Taryn did a great job in both run groups, finishing in the top ten for PRO3. It was great to see you behind the wheel again, Taryn!

In Group 1 competition, PRO3 that weekend was dominated by Dan Gavrilu who led the grid through wet conditions and then dry track during the race. The highlight of the weekend in our race group had to be the start of the race with PRO3 cars five-wide attempting to navigate through turn one! We all sorted it out in a polite fashion with no contact and off we went. The top five rounded out this way starting with fifth: C. Hurley, R. Johnston, D. Rogers, M. Berryman, and D. Gavrilu with both the Pole and first place. Nice work, gents!

Back to the points racing: as we enter into the second half of the fifteen-race

season, things are starting to heat up in the points race for the overall finishing order in the respective classes in ICSCC. For PRO3, that typically means a real nail-biter as the season progresses, and 2011 is proving to be no different. In order to qualify for a championship points tally, a racer must complete at least 50% of the races on the schedule, or in this case, at least seven races. Interestingly enough, the way our points system works, we can only count the top ten points-earning races. So if a contender were to travel to every race, he would need to drop five of those races. Based on all this, you can see how the points race doesn't become known until the final

few races, but yet it starts to take shape mid-way through the season.

July will have had three back-to-back race weekends completed by the time this column reaches your mailbox, and in that period of three weekends, we will have had four PRO3 points races and two NASCAR races (which do not count towards points in ICSCC). Given the number of events about to take place, I'm going to withhold the current points tally, and just make you all wait to hear about in future issues! Or, if you lack patience like I do, point your browser to www.icsc.com/season.php and choose "Group 1 Points" to follow along.

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

PRO3 has a New Rising Star!

June 11, 2011 — Portland International Raceway

Ryan Hieronymus accomplished something in PRO3 racing that no one else has. Ryan completed his third and final Novice race on Saturday and earned his upgrade to Area License allowing him to race in PRO3. Ryan took the opportunity to show his mettle by qualifying the car within seven tenths of a second of Pole Position—no small task—and started third in PRO3. Then he proceeded to drive his way to a first place finish during the race. No one before Ryan has managed to accomplish such a feat and he is to be congratulated for his clean, smooth driving. Watch this guy; he promises to show us PRO3 vets a thing or two about PRO3 racing!



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SOVREN Historics

THE FOURTH OF JULY WEEKEND found many Club members at Pacific Raceways, watching the 23rd Annual Pacific Northwest Historics Vintage Races.

The SOVREN (Society of Vintage Racing Enthusiasts) organizes and implements a great race weekend for

drivers and spectators alike. This race weekend benefited Seattle Children's Hospital uncompensated care program.

The BMW CCA Puget Sound Region participated in the car corral at the races. We had Club members' BMWs in the car corral on Saturday and Sunday of the race weekend. This year we saw a range of BMWs in the corral from 2002s to a new 1 Series; from the first 6 Series to a new Z4.

The weather was sunny and warm on Saturday and Sunday found some clouds in the morning but sun in the afternoon. Lots of great cars were at the track including several BMWs racing.

The Club would like to continue to participate in the car corral next year, but we will need a Club member to volunteer to organize the BMWs for the car corral. The present Club volunteer is retiring from this position after serving for over twenty years. If you are interested in helping or volunteering please contact Lucetta Lightfoot at lucettalightfoot@msn.com.

Lucetta Lightfoot



Photo by Lucetta Lightfoot.

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Dyno Event Recap at the Carb Connection in Kirkland

CLUB MEMBERS GATHERED at the Carb Connection in Kirkland (www.carbcon.com) for the 7th annual BMW Club dyno event. We had a great time flogging our cars on their 4wd Dyno Jet 248C chassis dyno, soaking up the sun and BBQing burgers.

Power to the wheels is what really matters and we got a chance to see what those mods really bring to real world

horse power. We had quite a variety of BMWs and other vehicles including a Mitsubishi EVO besting Dane's 135 by just 5 rwhp to take the top spot this year.

Thanks to John and Alex at the Carb Connection (John and crew ran their butts off to get all the cars run) and for hosting another great event and discounting their dyno fee for us.

Jeff Butler, Tech Event Coordinator

Here's how they stacked up. For conversion to flywheel horsepower, use 18%.

Car	Horsepower	Torque	Modification
1999 C55 Mercedes Benz	284.72	309.89	E55 Engine Swap
2010 BMW 135	333.36	371.31	Dinan ECU, Exhaust
1988 BMW M3	178	162	Jim C Chip, Exhaust
1995 BMW M3	222	212	Injectors, Chip, Intake, Exhaust, 3." MAF
2006 BMW 330i	232	214	Dinan Throttle Body, Exhaust, Cold Air Intake
1997 BMW M3	267	237	VF SC/TT Tunes
1999 BMW M3	218	218	Dinan
2004 BMW M3	297	242	SS V2 Stepped Headers, Euro Section 1, Epic Tune
1995 Audi S6	281	305	RS2 Turbo, Software to match, Injectors, Front Mount, Turbo Back Exhaust, RS2 Exhaust Manifold, 993 Turbo break
2011 Audi S4	319		Stasis ECU Tune, AWE Intake, AWE Exhaust, Hartmann TTRS Wheels
2008 BMW 550i	311	313	Dinan Exhaust, K8U Filter
2007 BMW Z4 Coupe	223	212	Air Intake
2006 Mitsubishi Evo IX MR	338	321	Exhaust, Suspension, English Racing ECW Tune



Photos by Michelle Miller.

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2011 135i 2D Coupe: Le Mans Blue w/Black Leather Interior, Anthracite Headliner, and Gray Poplar Wood Trim. 5,000 miles. The vehicle is in exceptional condition, owned by a BMW enthusiast and has been maintained by a local BMW dealer. Six speed manual. Premium Package, Cold Weather Package (ski bag and heated seats), M Sport Package, and Convenience Package (Alarm, Comfort Access Keyless Entry, and Park Distance Control). Harmon Kardon Logic7 Premium Sound System w/remaining Sirius Satellite radio subscription, USB/Aux ports for iPod. Bluetooth, Xenon headlamps, BMW Assist (roadside assistance), and 18" M Sport wheels (style 261M). Remaining factory warranty and maintenance program for four years: 50,000 Warranty, 50,000 Dealer Maintenance, Unlimited Mileage Roadside Assistance. KBB quotes: \$36,500 obo. I am ONLY selling because I have a new 2012 135i on order. Email rhenneck@amazon.com for photos and more details.

1991 M5: WBSHD9314MBK05081 Black/Dark Gray, 37,000 miles. All original. It's in fantastic shape, recently detailed, all servicing up to date. No track time or accidents. \$16,500. Please contact me at mdrei96@comcast.net or 253-678-0401 for more information.

1986 BMW L7: WBAFG241XG1090618 188,000 automatic. Silver with light gray leather. This is a two owner car. Body is in good shape, paint is worn in spots. Interior is in very good condition. Needs brake work. Includes a set of mounted snow tires. \$1,500. Contact Steve 360-568-0545.

Parts For Sale

Getrag 232 Transmission: NEW remanufactured Getrag 232 transmission, never installed, no core charge, 4 bolt guibo mount. Also includes NEW clutch slave cylinder and NEW clutch bearing and fork. Fits 2002—320i from 1967 to 1977. This remanufactured transmission was purchased fourteen years ago for a 2002 restoration project but was never used. \$1250. Pictures available. Call Randy 360-420-5523 or email rfmillerdesign@gmail.com.

E60 Winter Tire and Wheel Package: Four 18x8 Sport Edition A7 Wheels with Dunlop Winter Sport 3D 245 40R18 tires, 433mhz TPMS sensors and BMW center caps. No curb rash. Used less than 7,500 miles on 2008 550i M sport. 6.8mm tread remaining. Pictures available on request. \$600. Please email Scott at scott.w.maccormack@gmail.com.

Tires: Yokohama Advan Sport tires. Like new, less than 100 miles. Looked bad on X5 (E53). Looks best on 7 or 5 series. Staggered 255/45-18 and 285/40-18. New at Tire Rack \$1,066 plus shipping. Asking \$800. Please contact Walt Suman at wsuman@aol.com or 206-484-4777.

Miscellaneous

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

August 2: September Issue
August 30: October Issue

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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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