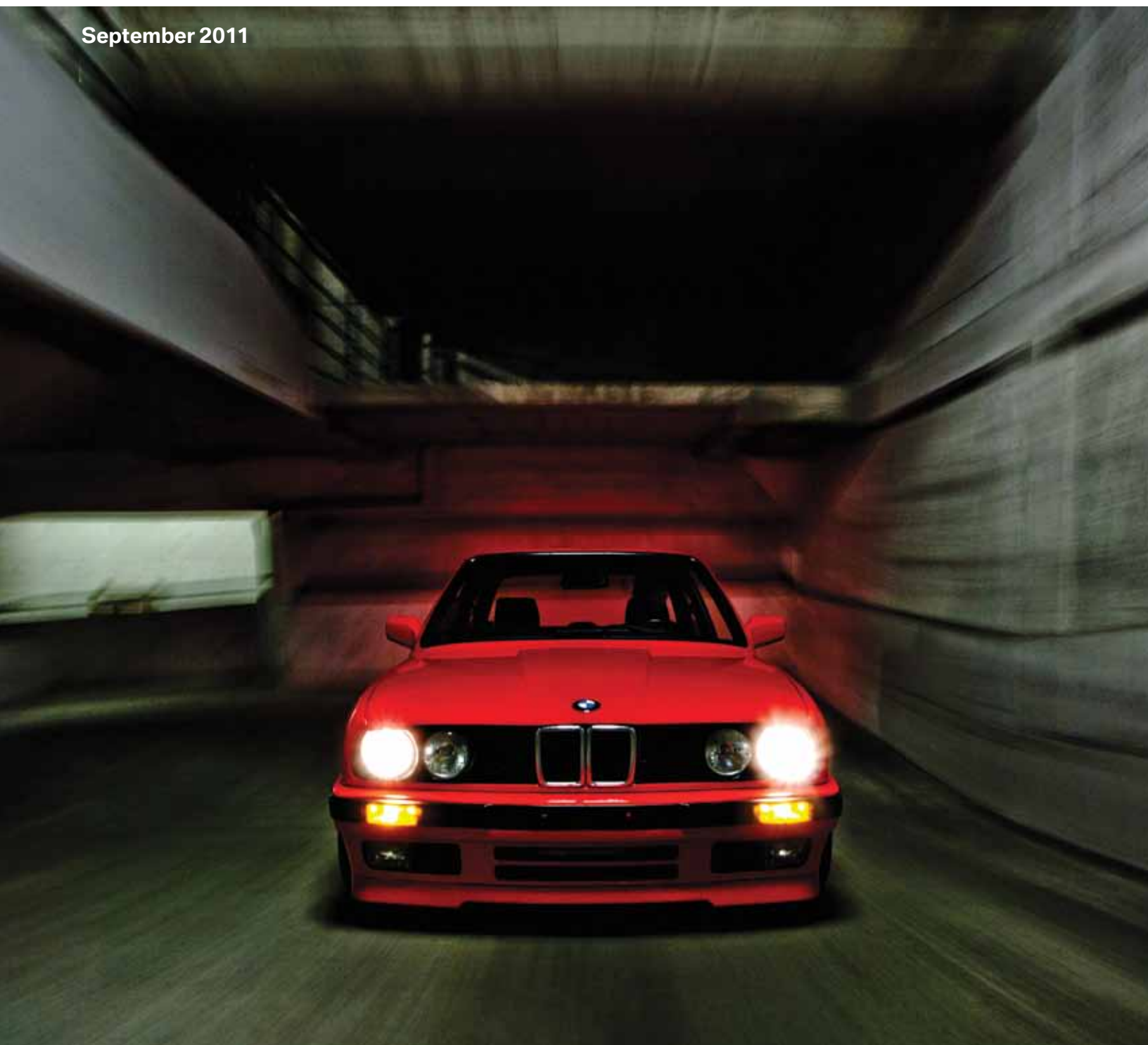




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Zündfolge

September 2011

Volume 41
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Club Website

www.bmwpugetsound.com

Zündfolge Staff

Editor-In-Chief

Lucetta Lightfoot
P.O. Box 99391
Seattle, WA 98139
206-282-2641
lucettalightfoot@msn.com

Columnists

Dave Cook
Aaron Kimpton
Wayne Mulholland
Michael Olsen

Display Advertising

Jim Millet
206-542-5237
jimngloriamillet@comcast.net

Photographer & Photo Editor

Duane Montagne

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: bmwcclub@aol.com

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<http://www.bmwcca.org>

Change of Address

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Contact the BMW CCA

<http://www.bmwcca.org>

Portland ACA Club

BMW ACA Portland Office
P.O. Box 3491
Portland, OR 97208
Phone: 503-287-2697

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Boilerplate

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KALENDER

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. They may be sent to the *Zündfolge* Editor at lucettalightfoot@msn.com.

September 16-18

Sunriver Festival of Cars: For details see www.sunriverfestivalofcars.com. Club contact 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.

September 24-25

Last Seattle PRO3 Race of 2011: Isn't it time you came out to see what this PRO3 thing is all about? The last Seattle PRO3 race of 2011 will be September 24 and 25. The races are on Sunday afternoon. We'll have a BMW Club hospitality area in the PRO3 paddock on Sunday, so come join us. You may even see the first thirty-car PRO3 grid in Pacific Raceway history.

September 28

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

October 4

Deadline for the combined November/December 2011 Zündfolge issue: All submissions must be received by this date. They may be sent to the *Zündfolge* Editor at lucettalightfoot@msn.com.

October 15

Autocross with Porsche Club: See article in this issue.

October 27

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

November 21

Deadline for the January 2012 Zündfolge issue: All submissions must be received by this date. Send to the *Zündfolge* Editor at lucettalightfoot@msn.com.

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
wearethemillers@clearwire.net

Vice President

Tom Olsson
206-890-8616 (c)
tolsson55@gmail.com

Secretary

Lynne Eskil
206-406-1521 (c)
lynne.d.eskil@boeing.com

Treasurer

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

Banquet Coordinator

Position open

Concours Coordinator

Steve Questad
206-380-7276
snjq7@hotmail.com

Membership Coordinator

Mike Ellis
253-222-6948
mlellis337@comcast.net

Risk Management

Richard Milham
253-851-5924
rjmilhamlaw@aol.com

Roster Manager

Louis Hesselt van Dinter
425-487-0909
muman@eskimo.com

SIG Coordinator

Lance Richert
425-644-8009
lance@richernet.com

Tech Events Coordinator

Jeff Butler
206-365-1565 (w)
jeff@hauryscollision.com

Tour Coordinator

Scott Hieronymus
206-321-1039 (c)
scottnlaurie2@comcast.net

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
gernotk@lavalobe.com

Zündfolge Advertising

Jim Millet
206-542-5237 (h/w)
jimngloriamillet@comcast.net

Zündfolge Editor

Lucetta Lightfoot
206-282-2641 (h/w/c)
lucettalightfoot@msn.com

CCA Pacific Region VP

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

New Website and Social Media Efforts

IN THE LAST FEW YEARS the Club has struggled to maintain an online presence to engage existing and potential members as well as to provide up-to-date information without having to visit the Club's forum. Our previous website was over ten years old, used outdated technology and looked the part as well.

Armed with information from a member poll conducted by BMW CCA National as well as the Club's commissioned 2020 Vision project (available on our blog), we set out to develop a new website and much more.

The ultimate goals of our (new media) efforts are to attract new members by effectively communicating the benefits of the Club and to highlight the great com-

munity of BMW enthusiasts in Western Washington. In addition, we wanted to create some excitement around the Club and its events and encourage collaboration and communication among our members. The BMW CCA Puget Sound Region Chapter is very versatile and offers many benefits. It was crucial that everyone, no matter where their main interests lie, can easily find what they are looking for.

With this in mind, we worked with a team of developers, designers and a video production crew from Lavalobe (*Full Disclosure: I am a partner in the agency and volunteered our services*) to establish a new online presence and implement a social media plan.

At the center of our efforts was the new www.BMWpugetSound.com website, which primarily serves as a communications hub and connects our various online efforts. While the new website has many content and technology benefits, here are some of the new features we hope will be most useful to visitors and members alike:

- Continuously fresh content, including featured events and benefits on homepage, blog updates as well as *Zündfolge* magazine downloads.
- An event management system that lists all events in chronological orders as well as listing them by type (track, tours, meetings, etc.).
- Easily searchable content that can be shared with others.
- Seamless connections to our Social Media Channels on Facebook, Twitter and YouTube.
- Contact Pages that let any visitor write any board or committee member.
- Cross-platform compatible media for all mobile device and personal computers.
- Easy access to our popular forum.

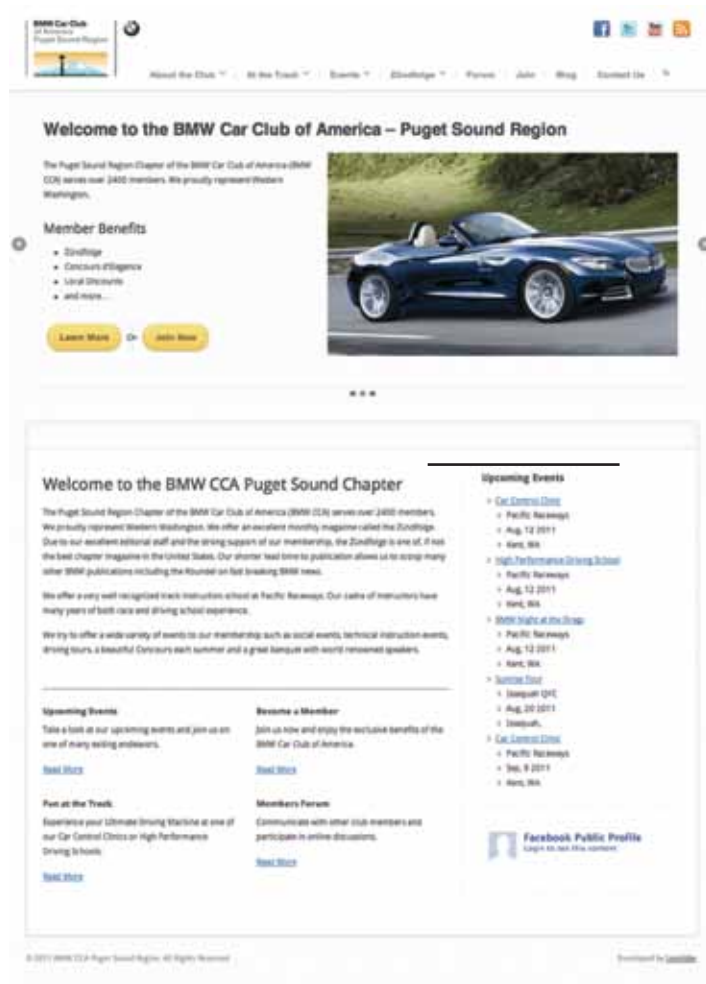
Beyond the website, to reach out to members we also established and actively maintain the Club's:


- Facebook Page (facebook.com/BMWpugetSound),
- YouTube Channel (YouTube.com/BMWpugetSound)
- Twitter (twitter.com/BMWpugetSound)

Our Facebook page especially has seen a big uptick in friends and we encourage everybody to friend us and stay up-to-date on the Club's activities.

In order to provide engaging media in the form of photos and videos, we also decided to produce one, high-quality video a year, featuring one of the many Club events. For 2011 we started off with a high-energy track day video. The Lavalobe production crew was invited to Pacific Raceways on June 17, 2011, and captured the activities of the day. The result is a fun, high-energy video that reveals how much fun it is to push your car to the limits and really find out what sets your BMW apart from other cars.

Gernot Kalcher
Web Site Coordinator





ON THE COVER

This month's cover features Club member, John Parker's 1990 325is. This very clean E30 was the winner at the Club's annual Concours d'Elegance, held in July. John won first place in his class (Early 3 Series) and The Best in Show award presented by sponsor BMW Seattle. To read and see more photos of the event see the recap starting on page eight.

Photo by Brad Bowen

Autocross

October 15

HAVE YOU WANTED TO TRY OUT AUTOCROSS? Now is your chance. The Porsche Club has graciously invited BMW CCA members to be their guests at their October 15 autocross at Bremerton Motorsport Park.

What is autocross? It is a low to medium speed driving skill contest. Each car is separately timed over a clearly defined forward moving course of slaloms, braking maneuvers and obstacle avoidance. Primary emphasis is placed on driver skill along with car handling and maneuverability rather than raw power or straight-line performance. Speeds should not exceed typical highway speeds. Events occur on an unobstructed expanse of open pavement with orange safety cones defining the course. The low speed and "single car on course" aspects of the sport create a high level of safety for both car and driver. Event

structure allows individual choice from a relaxed to a highly competitive atmosphere.

If you have done the car control clinic and are thinking of trying out a high performance driving school, autocross is a great preparation for one of these events and will further develop your car handling skills.

You can pre-register for the event and save \$5 at <http://scorekeeper.wwscc.org/register/pca2011/login>. Cost is \$30. BMWs will register in the Time Only class. Hope you can join me at what is sure to be a fun event.

If you have questions, contact BMW Club President, Michelle Miller at wearethemillers@clearwire.net or 253-334-9948.

Michelle Miller

Primary emphasis is placed on driver skill along with car handling and maneuverability rather than raw power or straight-line performance.

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The image shows the interior of a BMW dealership. In the foreground, there are displays of BMW-branded clothing, including jackets and bags. To the right, there are three BMW alloy wheels stacked vertically. In the background, there is a counter area with two people, one of whom is wearing a BMW uniform. Above the counter, the words "Cashier" and "Parts" are visible. The store has a modern, clean design with large windows and bright lighting.

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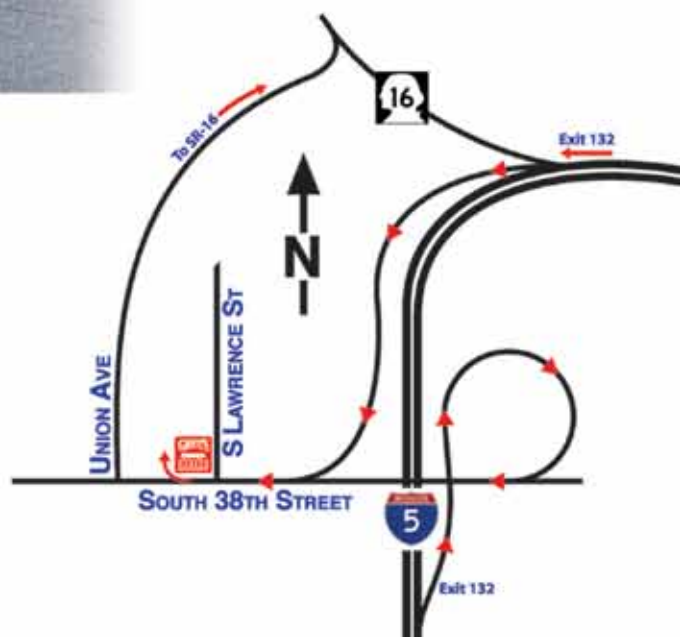
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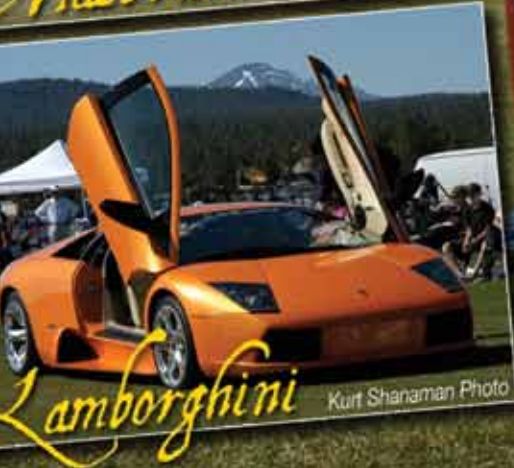
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Club Elections

IT'S THAT TIME OF YEAR when we start working on the Club elections for the 2012 Board of Directors. The Club is soliciting members to serve on the Board of Directors for the 2012 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. The 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. The non-officer positions (everything else) have 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.

Banquet Coordinator (or annual social event)—Responsible for the Club's annual social event.

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. Also picks up the mail at the Club post office box.

Roster Manager—Manages the Club's membership database in coordination with the National office. Provides mailing lists 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 at 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 performance driving education. Track also has two committee members on the Board.

Web Site Coordinator—Handles everything on the Club's web site.

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 just 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.

The deadline is October 1. 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 in helping out, please contact President Michelle Miller at wearthemillers@clearwire.net. At the August Board meeting on August 25, the Nominating Committee will be chosen.



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2011 Concours d'Elegance: Divine Intervention

I MIGHT AS WELL STATE IT RIGHT UP FRONT: God drives a BMW. How else to explain this year's Concours d'Elegance? After months of suffering through The Year of No Summer, we enjoyed one glorious weekend in July and that Sunday, July 24, was perfect. It was sunny and dry, it wasn't too hot, it was, yes, perfect. And the next day, Monday, it rained buckets. Yes, Divine Intervention can be the only explanation.

And then there were the cars. A spectacular array of BMWs from the 1950s to current models, with only a sample of BMW's prewar heritage missing. Perhaps next year. We have had thirty-one Concours d'Elegance and I have attended every one. In my opinion, this is the finest selection of cars ever presented at one of our shows. I just kept walking up and down the Vintage row, never tiring of admiring the beauties.

Last year Michelle Miller did a great job on this event.



Peter Gleeson's Z8.

But she ascended to Club Presidency and a replacement was needed. Steve Questad took up the difficult task of succeeding Michelle and lived up to expectations. Steve had a ton of volunteers helping (but could have used more—hint for next year, folks) but he was the guy that lined up BMW Seattle as our premier sponsor for the event again this year and planned, organized and promoted this

event. He kept talking about things that could have been done better but the man is simply too hard on himself. He did a great job, especially for his first year.

Our Featured Model this year was the E90/92/93 M3. We did not have a huge turnout of these cars but what we lacked in numbers was made up for in quality. The most popular variant was the E92 coupe and the most

popular color was white, a particularly stunning color on this car. Stephen Poore's 2009 version took home the 1st Place trophy in the Featured Model class.

There were nine classes in total including the Vintage cars. I won't go through the whole list of winners since that information is listed in the sidebar (page twelve). I will mention a few highlights.

Keith Fournier has won the Early 3 Series class almost every year, and has added Best of Show a number of times, with his stunning E30 M3. This car is one of the first M3s brought into Washington State and it is in near perfect original condition. It is a museum piece that gets driven. We've had some frustration that nobody can beat Keith; can't we disqualify him so someone else can win? We've always said that someone has to beat Keith on merit. This year somebody did. John Parker, after losing to Keith last year, made it his



One of a kind 1996 Z3 1.9 Super Shark Roadster, owned by Russ Lewis.



Marty Blanchard of BMW Seattle presenting John Parker with The Best in Show Award.

Photo by Paul Sanders.

Photo by Lucetta Lightfoot.

mission in life to beat Keith. This meant disassembling his 1990 325is to make it possible to clean it more thoroughly. It worked. John won the class and Best in Show. Keith was gracious in defeat and acknowledged the impressive presentation of John's car. Marty Blanchard of BMW Seattle presented John with The Best in Show Award.

Matt LaCross and Peter Gleeson of Munich Evolution brought out four lovely cars for our viewing pleasure. Two were 3.0CSLs: one right-hand drive and one left-hand drive. Plus another CSL, a factory original Batmobile, was shown by Alan and Malcolm

Klug. Three CSLs in one place? Amazing. And then add to that Bruce Leven's CS hotrod with Batmobile-style wing and state-of-the-art engineering by J&L Fabricating. This car won first place in class and in the hearts of many.

The other two Munich Evo cars were a lovely Z8 and an M1 in Henna. The M1 was purchased only a week before the show from the former owner of BMW of Bellevue. It is an original, low mileage example in just about perfect condition. The car is a stunner, a worthy winner of the Griot's Garages Preservation Award.

Continued on page twelve



First in class winners line up.

Photo by Lucetta Lightfoot.



Sponsor, Griot's Garage gave all entrants a sample bottle of product.

Photo by Lucetta Lightfoot.



The interior of Brown Maloney's beautiful 1958 507.

Photo by Brad Bowen.



The judges meeting.

Photo by Duane Montagne.



Photo by Brad Bowen.



Sponsor, Broad Stroke Associates donated many great raffle items.

Photo by Lucetta Lightfoot.

Photo by Lucetta Lightfoot.



The winners showing their beautiful glass trophies.

Photo by Paul Sanders.



Photo by Paul Sanders.



Photo by Lucetta Lightfoot.



Photo by Brad Bowen.



Photo by Paul Sanders.



**Club President Michelle Miller
announcing trophy winners.**

Photo by Paul Sanders.



Photo by Paul Sanders.



Rick Gulstrom's very clean E36 M3.



Bruce Leven's 1972 3.0 CS.

Photo by Brad Bowen.

Photo by Brad Bowen.



Tom and Barb Chandler's 1954 Bristols 403.

Photo by Lucetta Lightfoot.

Photo by Brad Bowen.



2011 Concours d'Elegance *Continued from page nine*

Another Vintage Class vehicle won the Peoples' Choice Award. This was Brown Maloney's drop dead gorgeous 1958 BMW 507. It may look black in the photos but the paint is actually a very dark blue. The car is as new, having been restored by TT Workshops in England, and is one of the finest 507s in the world.

Still another Vintage Class car deserves mention. Tom and Barb Chandler from Iowa brought their 1954 Bristol 403 to the event. Bristols from this era are basically a continuation of pre-war BMWs, even using the BMW 2.0-liter engine and having kidney grills. The Chandlers drove their Bristol from Iowa to Vancouver, drove on the Vintage BMW Club's two-

week tour of BC and Alberta, and then drove to our show. After the Concours they were leaving to drive home to Iowa!

Do I detect a resurgence of the forgotten BMW? The E21 has been all but forgotten with the rise in popularity of its predecessor (the 2002) and successor (the E30). But we had several E21s at this show including two rare 323is examples.

Thanks to All—Thanks to Steve Questad for chairing this huge event. Thanks to the judges and other volunteers for making this all possible. Thanks to our sponsors: BMW Seattle, Griot's Garage and Broad Stroke Associates. And thanks to all of you who brought out your beautiful BMWs for all of us to enjoy.

David Lightfoot



Photo by Brad Bowen.

Sponsor, BMW Seattle brought a new convertible out to the Concours, perfect for such a beautiful sunny day.



Photo by Paul Sanders.

A happy raffle winner collects his prize from Steve Questad, Ana Becker and de Anna Martin who worked as a team giving out many raffle items.

BMW CCA Puget Sound Region 2011 Concours Trophy Winners

CLASS 2 VINTAGE

1st place	Bruce Leven	1972 3.0 CS
2nd Place	Randy Miller	1972 2002
3rd Place	Peter Gleeson	M1

CLASS 3 EARLY 3 SERIES

1st place	John Parker	1990 325is
2nd Place	Keith Fournier	E30 M3
3rd Place	Robert Behn	1988 M3

CLASS 4 EARLY BIG CARS

1st place	Tim Ebor	M6
2nd Place	Jeff Nehman	1985 528e
3rd Place	Rob Garlinghouse	1983 633csi

CLASS 5 MODERN 3 SERIES

1st place	Rick Gulstrom	E36 M3
2nd Place	Al Garchitoren	2002 M3
3rd Place	Sean Thorne	E36 M3

CLASS 6 MODERN BIG CARS

1st place	Dante Moralli	M5
2nd Place	Janis Hauser	840ci
3rd Place	Brian Cone	M5

CLASS 7 RECENT SMALL CARS

1st place	Eddie Lo	135
2nd Place	Skip Holman	X3
3rd Place	Dane Martin	135

CLASS 8 RECENT BIG CARS

1st place	Marlon Familton	2008 M5
2nd Place	None	
3rd Place	None	

CLASS 9 Z CARS

1st place	Tony Facklemann	Z4 3.0 si
2nd Place	Mort James	Z3 3.0 Coupe
3rd Place	Jerry Warden	M Roadster

CLASS 10 FEATURE CARS

1st place	Stephen Poore	2009 M3
2nd Place	Ted Gunal	E92 M3
3rd Place	David Nguyen	E92 M3

Best in Show	John Parker	1990 325is
People Choice	Brown Maloney	1958 507
Preservation	Peter Gleeson	1979 M1

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PRO3

The Crush of July and the Push into Fall

MANY OF YOUR FELLOW CLUB MEMBERS who either race in PRO3, or support a PRO3 car, are currently taking a well-earned break from racing as I write this. July was the busiest racing month we have had in the PRO3 ranks since the inception of the class in 2003.

Between the three weekends from July 15 to July 31, PRO3 racers had the opportunity to participate in seven PRO3 races (as well as a special race in Spokane, and five EIP races). There were approximately 180 PRO3 entries tallied for these three weekends; more than the yearly entry counts for 2004, 2005, 2006, and 2007. For those keeping track, just the PRO3 races represent

roughly one-half of a typical conference season of racing! And given the condensed timeline of the races, this did not leave much room for car repairs and improvements. All in all, it was a crush of racing for the month of July. Believe me, though, no one I spoke with is complaining!

By far, the biggest weekend of those three was the Bi-Mart 125 NASCAR K&N Racing West Series support race in Portland. PRO3, for the second year, was invited to participate with the NASCAR series as a support race for the weekend. PRO3 provided the race promoter with an additional reason to draw more people to the seats in the stands. Last year's event was a great time and we introduced PRO3, the BMW CCA, and club racing through ICSCC to an entirely different demographic that

may not have known about any of those three entities. This year, we discovered that many of the returning NASCAR fans not only remembered us, but commented on how great a show we put on and were looking forward to more of the same this year!

Not ones to disappoint, thirty-eight PRO3 drivers took to the track tuning and tweaking our cars in anticipation of the two races we were allotted. Our format for this event is slightly different than a typical Conference weekend. We qualified Saturday morning for a thirty-minute qualifying race that afternoon. The qualifying race, although not a typical race as we are used to, was nothing short of a very tight PRO3 battle on track. Every one of the drivers understood the importance of not just

making a single fast lap, but making multiple fast laps and keeping a hold of your position for the entire thirty minutes. In this group, that is a very difficult task! It was pointed out by our PRO3 race steward, Dan Heinrich, that during the qualifying race, the fast lap times were separated from first to last by a mere four seconds. That represents some very close, tight racing on track.

Sunday's events were more surreal for our drivers and crew. Where Saturday felt more like a Conference race weekend, Sunday was like watching a race on TV. There were fans circulating around, asking for autographs, the food vendors were in full swing, the NASCAR boys were polished and ready and on full display, and the paddock was absolutely electrified



Thirty-eight PRO3 cars race through the Festival Curves to start the race.



Martin Berryman hustles through Turn 4.



PRO3 founder Wes Hill joins the group after a two-year absence.



Caelin Gabriel (center) was the winner of the PRO3 Main Event.



PRO3 drivers Fred Wright and Mike Olsen meet with race fans.

with anticipation of the day's events that were about to happen.

The PRO3 race was the first on the schedule and if you haven't had the chance to see thirty-eight E30s in full race trim, all lined up two-by-two on pregrid, well, it's a very cool sight to see! Our drivers did an outstanding job keeping the grid in order as the pace car left the group at T12. We marched to the anticipated green flag under the pace of Andrew Newell, who held PRO3 Pole Position. There are pictures and video that show Turn 1 with five cars wide after the green flag. There are pictures later in the race that still show three cars wide through T1. And, with

the possible exception of a couple of bumps and taps, everyone ran a clean race.

Lance Richert, the organizer of the event and generally the man in charge of PRO3 for the weekend, had arranged for five special plates to be made as trophies for the first through fifth place finishers. The coveted plates were awarded at our own podium ceremony which was a great way to cap off an awesome weekend. Anticipation before the race was high for Andrew Newell to make a repeat of his performance in 2010 and take first place again this year, what with being on the Pole, but Caelin Gabriel had other plans and the two drivers had a very

close, tight race for forty-five minutes.

Your top five finishers were: Caelin Gabriel (#60), Andrew Newell (#166), Michael Olsen (#130), Jeff Van Lierop (#59), and Dan Rogers (#102).

The racing action was certainly a highlight for all of us drivers, but based on the pre-race jibber-jabber on the PRO3 email board, there were many racers anticipating the autograph session even more than the racing. Apparently, the addition of umbrella girls to our race schedule suddenly made the weekend all the more important! Our drivers signed hundreds of copies of the PRO3 spotters guide showcasing the participating PRO3 cars of the weekend. There are a few signed spotters guides available, if you can locate one (check with a driver), or there are plenty of unsigned copies available as well.

On the business side of the coin, the conference season is starting its push into the fall months with the final few races starting to show up on the horizon. A double race in Mission, BC over Labor Day weekend, a race at ORP on September 18, and the final event in Seattle

on September 25 will round-out the 2011 racing season.

Our final event of the year is the Eight-Hours of the Cascades Endurance Race held in Portland on October 15. For those keeping track of points, you will notice in the accompanying sidebar that there is once again a rather tight points battle shaping up in the top five. With just four races to go, each race becomes increasingly important.

*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 veterans Bill Spornitz, Wes Hill and Lance Richert during a practice session at PIR.

ICSCC PRO3 Points Tally Top 10 as of August 1, 2011*

	1	Dan Gavrilu	185
	2	Chuck Hurley	
172	3	Dan Rogers	162
	4	Rob Johnston	
144	5	James Colborn	
122	6	C. Jason Vein	
108	7	Martin Berry-	
man	100		
	8	Rob Dunn	96
	9	Michael Olsen	
85	10	Andrew Newell	
76			

* Total "Qualifying Points"

MOTOR SPORTS



One Last Chance to Play



WE'VE HAD THREE OUT OF FOUR of our 2011 track events. Our last event of the year will be September 9, a Friday. This is our last track event of the year, so don't miss the chance to come out and join the fun.

The Car Control Clinics have been selling out the past two events, so don't delay if you want to attend this weekend CCC. I suspect it is going to be oversubscribed. The price is the same as the past three, 2011 track events.

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 (Note: August 12 HPDS was full). This being a Friday date, we're expecting a big turnout. So don't delay registering on www.MotorsportReg.com. The price for the HPDS is still \$195.

There will always be instruction for everyone and you will have an excellent chance to improve your high performance driving skills.

This will be the last chance in 2011 to be on track with the Club so plan on joining us for what promises to be a super day!

Rick Gulstrom
Driving Events Coordinator
rick@gmsarch.com

2011 Driving Events Calendar

BMW CCA PSR Events

September

9 Driving School & Car Control Clinic at PR

Other Events Open to CCA Drivers

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

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
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Did you go to the factory in Germany to pick up your BMW? Did you go to the South Carolina factory and drive at the BMW Performance Driving School? Did you drive on some fun roads this year? Did you try a Car Control Clinic or High Performance Driving School this year? Did you volunteer your time at a BMW event this year? Did you perform a technical procedure on your BMW you would like to share? Are you a long time Club member, who would like to share your story why you love your BMW?



All of the above are stories waiting to be read. Everyone can be an author; the Zündfolge staff is very helpful to those

who are not very experienced in writing. We have proofreaders standing by!

Do you have a knack for photography? Come to a BMW Club event and snap some photos! Members love to see their BMW in print and smiling people shots are great too. Send your best photo to the Zündfolge editor.

Would you like to help with proofreading? We meet monthly for a proofing session and welcome members to help out at proofing. The more eyes the better!

If you would like to contribute as a writer, photographer or proofer, please contact the Zündfolge Editor, Lucetta Lightfoot at lucettalightfoot@msn.com.

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PERFORMANCE BREEDS EXCITEMENT and the BMW Performance Edition for the 2011 335i / xDrive Sedan ensures that new car buyers are in for that extra thrill beyond the outstanding performance that can already be realized with these exciting vehicles. Customers can now option their vehicles with a special BMW Performance Edition (option code ZMZ) that includes an all-new Power Kit, black kidney grilles and a "BMW Performance Edition" badge for only \$550.

The BMW Performance Edition for the 335i highlights a Power Kit which consists of engine tuning software (no additional hardware):

- Increases the engine power output from 300 hp to 320hp and torque from 300 lb ft to 317 / 332 lb ft (manual/automatic transmission); this is the same horsepower rating as the 335is!

- Acceleration from 0-60 mph is 0.2 seconds faster than the standard model and 0.5 seconds faster than the standard model from 50 mph to 75 mph.
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- Black kidney grilles and a BMW Performance Edition badge will visually identify these Performance Edition vehicles from other 3 Series vehicles.

The BMW Performance Edition is offered only for a limited time on 335i Sedans through the end of 2011 which will ensure that owners of these vehicles will belong to a very special club of performance purists.

BMW is also pleased to announce that the contents of the BMW Performance Edition will be made available to existing 135i and 335i customers.

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2001 530i: Topaz Blue, grey interior. 67,000 miles, manual transmission, shadowline trim. NEO/DICE iPod integration unit, factory CD changer deactivated, but still in place. Third owner, Michelin Pilot Sport A/S Plus tires 13,000 miles, installed April, 2010. Photos on request. \$10,995. Contact Jerry at pjwarden1@comcast.net.

1999 M Roadster: Arctic Silver, black and grey interior. 49,000 miles, manual transmission, Dinan chip, Strong Strut front and rear braces. Factory CD changer. Third owner, garaged and covered. Less than 3,500 miles on Goodyear F1 tires. Photos on request. \$18,995. Jerry at pjwarden1@comcast.net.

1996 Z3 Roadster: Silver/Black Leather. Loaded, including factory six-changer CD. Like new condition with only 112,000 miles. Excellent service record. 29city/34hwy. May accept E36 sedan or wagon as partial trade. Priced \$1,000 below NADA retail at \$7,500. Call Starke at 206-230-0203 or send and email to Starke@nwinsctr-mi.com.

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.

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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. \$1,250. Pictures available. Contact Randy at 360-420-5523 or rfmlerdesign@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.

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Miscellaneous

Puget Sound Region Club Logo Merchandise: 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.

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August 30: October Issue
October 4: November/December Issue
November 21: January Issue

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