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January/February 2013





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Boilerplate

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KALENDER

February 9

Autocross with Porsche Club.

See article in this issue for more information.

February 16

Group 2/McBride/Goodman Collections.

See article in this issue for all the details.

February 26

Board Meeting. Members welcome.

RSVP to president@bmwpugetsound.com.

March 2

Sport Driving Tech Session. Get ready for the 2013 driving season. More information in this issue of the *Zündfolge*.

March 5

Deadline for the March/April Zündfolge.

Please send your submissions to zundfolge@bmwpugetsound.com.

March 10

Books4Cars meeting.

More information in this issue.

March 16

JFC Racing. Miles Jackson Collection and Race Shop. See article in this issue for more information.

March 23

Autocross with Porsche Club.

See article in this issue for more information.

March 26

Board Meeting. Members welcome.

RSVP to president@bmwpugetsound.com.

April 6

Caffeine & Gasoline at Griot's Garage.

Featuring BMW PRO3 race cars.

April 6

Auto Detailing Tech Session at Griot's Garage.

April 7

Meeting at Munich Evolution/Gleeson Collection. More in the next issue.

April 13

Autocross with Porsche Club.

See article in this issue for more information.

June 30

E30 Picnic at LeMay Marymount in Spanaway.

August 19-24

BMW CCA Oktoberfest on Monterey with driving events at Laguna Seca.

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ON SATURDAY, MARCH 16, the Club will visit a new shop that we have never been to before. That shop is JFC (Just Fast Cars) Racing (www.jfcracing.com) in Auburn. JFC is owned by Miles Jackson, who has been an active vintage racer but is now making the transition to SCCA and NASA endurance racing. The shop has some great vintage cars, which we will see, and they are all for sale. BMW = Bring Money in Wads.

The “for sale” inventory includes a 1979 Shadow DN11 Formula 1 car and a 1972 Shadow DN2 Can Am racer. The DN stands for Don Nichols, the principal of Shadow. Another vintage car in the shop is the 1973 Chevron B24 with a GM 5.0 liter steel block engine. This car won the 1973 European Championship and was raced in Europe for eleven years. JFC tends to formula and sports racers but they also have a 1967 Corvette vintage racer for sale. All the cars are fully restored and ready to race.

Finally, and of most interest to BMW fans, the inventory includes a 1975 Chevron B29 Formula 2 racer with 16-valve, 2.0-liter BMW engine. This car was raced by Brian Redmond among others. The shop also has a spare BMW Formula 2 engine on a stand. It is a thing of beauty.

In keeping with the change in direction of the shop, we’ll also have a chance to see some state-of-the-art sports racers.

This is in the form of Miles Jackson’s brand new Wolf GB08 and Stohr CSR. The Stohr car is almost entirely carbon fiber and has full ground effects. It weighs only 900 pounds. The Wolf GB08 was picked up from its maker in Italy last month and is the first Wolf GB08 in the U.S. It is now in the shop being readied for the 2013 season.

JFC is unusual compared to most of the car collections and shops we visit in that it is not fully devoted to vintage machines. Much of what we’ll see is a modern race shop. But the vintage cars are here too.

Brian Roberts is the head of JFC Racing and will be our host. The time for the meeting is 10 a.m. to noon. We’ll have coffee and light snacks. Bring your cameras.

JFC Racing
1602 West Valley Highway South, Auburn, WA 98001

Driving Directions:

- From I-5, north or south.
- Exit onto WA-18 (exit 142A) toward Auburn.
Follow this for about 2.7 miles.
- Take the West Valley Hwy exit toward WA-167S.
- Turn right onto W Valley Hwy S.
- Go through two lights. At the second light, stay right as the other lanes turn left.
JFC Racing is immediately after the light on your left.



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Griot's Garage Car Care Tech Session

Saturday, April 6, 11 a.m.



JOIN YOUR FELLOW BMW CLUB MEMBERS in celebrating the arrival of spring at a car care tech session at Griot's Garage on April 6 at 11 a.m. This is always one of the more popular events of the year. Please join us! There could be no better venue to show off our BMWs than at the beautiful Griot's flagship store in Tacoma, where we will learn how to get our BMWs cleaned up and looking excellent after a long winter. For those planning to enter their BMWs in the judged category at the Concours d'Elegance in July, our expert hosts will be on hand to offer special tips and tricks to help you score maximum points!

Once you have learned how to shine up your car, take a self-guided tour through the indoor Auto Display area, where you will see a collection of beautiful and evocative race cars from our past. Don't miss this fun and informative event! *Note:* Products may be purchased from the Griot's Garage retail store during regular Saturday business hours (9 a.m. to 4 p.m.), and on this day only, Club members in attendance will receive 15% off any items purchased—a great way to stock up for the year!

This event is free to attend, and all Club members and their guests are encouraged to join. Please send your RSVP to me at the email address below.

Karl Freese
 karlfreese@gmail.com

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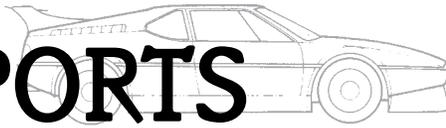


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MOTOR SPORTS



HAPPY 2013!

WE HOPE YOUR HOLIDAYS WERE GOOD and perhaps you got a new set of wheels, some new gloves and a short-shift kit for your car. If not, there is always time this year to start thinking about the upcoming driving season. It may be the dead of winter but we have planned the 2013 track season. We have three dates under contract with Pacific Raceways and one for The Ridge in Shelton, WA. The days are as follows:

- April 19, Friday at Pacific Raceways
- June 21, Friday at Pacific Raceways
- September 6, Friday at Pacific Raceways
- October 5, Saturday at The Ridge

We will have a Car Control Clinic (CCC) and a High Performance Driving School (HPDS) running concurrently at Pacific Raceways. We will run a HPDS only at The Ridge as the current configuration of the paddock cannot accommodate a Car Control Clinic.

I'd like to address some questions that are frequently asked regarding High Performance Driving Education and Car Control Clinics. The following

list is not meant to be a comprehensive list of driving-related questions, but should be read as a guide to performance driving. The most important aspect of performance driving is the absolute amount of fun you will have, period!

1. What is HPDS?

This is High Performance Driving School. We especially want to emphasize the education aspect of our events. The HPDS events are held at a race track, usually at Pacific Raceways in Covington or The Ridge Motorsport Complex in Shelton. Driving on the race track is done with instruction. Our instructor corps is comprised of individuals who have proved themselves to be competent, safe drivers, who have been trained by senior instructors, and continue their training throughout the year by driving, instructing, and attending instructors' clinics. In essence, the instructors are teachers and we refer to the drivers as students. This is an important aspect of HPDS as many drivers are new to this kind of driving.

In order to safely navigate around the race track, new drivers are fitted with a communicator so that a real-time dialog can occur between student and instructor. We use terms like "turn in, track out, brake now, apex, unwind the wheel" as educational tools to direct the student on the race track. Until you are signed off to be a solo driver, there will always be an instructor in the passenger seat.

We would like to emphasize strongly that this is not racing. No timing devices of any kind are allowed during the events. There are many other venues in the Puget Sound area for true racing, but our HDPS events are not one of them.

2. Do I need to have a BMW?

No, you can drive anything that will pass technical inspection. While a minivan or a SUV may not be the most fun, it could be done. To participate in a Puget Sound BMWCCA event, you must be a member of BMWCCA. Unlike Porsche, you do not have to have a BMW VIN to belong. I can make a confession



here; that I drove a 1996 Ford Ranger pickup but belonged to BMWCCA. I knew that one day, I would own a BMW. That was five BMWs ago. We see all kinds of performance cars at a BMW event and this enthusiasm is greatly embraced. So, get your car ready for a track season and prepare to have some fun driving it like is meant to be driven.

3. Can I go fast on the race track?

This is a commonly asked question. The answer is yes, but with the following caveats. The reason that you decided to attend an HPDS is to stretch your car out a bit and see what it will do. We understand this desire and is why many of us became instructors. The most important thing to understand is that speed without skill is basically worthless. The best compliment a driver can receive is “you are a really smooth driver.” Learning how to control your car, learning how to properly position your car on the track, being relaxed and focused, will lead to being a smooth, safe, and fast driver. Both racetracks are road courses, meaning that there are many turns and corners that require skill to navigate. With practice, you can go fast and safely through corners that you might not think possible.

4. Will this hurt my car?

You will not hurt your car unless you have an accident, which is as true for driving on the street. Will you use up some brake pads and wear down some tires, sure. Otherwise, your car will be just fine and you will have fun.

5. What about insurance?

We cannot advise on insurance matters. There is a company that provides specific coverage for the track. When you register for a HPDS event on MotorsportReg.com, there will be a link to this company’s website. You may want to consider buying this one-day coverage. It is rare to have a car be taken home on a flatbed truck due to an accident, and we intend to keep it that way.

6. What kind of helmet and other equipment do I need?

We require a helmet that has a Snell 2005 or 2010 rating. Motorcycle helmets with this rating are acceptable. Driving gloves are a comfortable addition, but not necessary. Driving shoes similarly add to the overall comfort level but not required. As you become more skilled, you will appreciate dedicated driving shoes for “heel and toe” braking. Not to mention that they look cool. A set of dedicated track wheels is one purchase that is advisable if you decide to track your street car on a regular basis. Track tires are usually comprised of a softer compound, R-compound, that provide amazing grip on the track. This is a bit of a financial commitment. Modifications to the engine (cold air intakes, performance chips, etc.) are something that can be done once you have mastered being “smooth.”

7. Finally, will I have fun?

YES! What could be more fun than hanging out with similarly minded gearheads for a whole day! You get to be outside, rain or shine, not at work and driving your car like it was meant to be driven. You will get to ride with your instructor who will most likely drive their car like it was meant to be driven! We get so many comments like “this is the most fun I have had in a long time.” This means that we, as instructors, have done our jobs and made sure that you got the most of the driving experience as possible.

The Track Events Committee has made a very few changes for 2013. You will need to register for all events online at www.bmwpugetsound.motorsportreg.com/. Please set up an account if you do not have one currently. Once you register for any of the events, you will receive a full information package including directions to the track, what to bring, and what time to be there from our Track Registrar. When you register, make sure it is for the right event because on each of the three dates at PR we will have both a Car Control Clinic (CCC) and HPDS at Pacific Raceways listed

on Motorsports. To participate in the CCC you must have a valid drivers license and be at least sixteen years old (If less than eighteen years old you will need a parent to sign the waiver. Go on the Club’s website, under Driving Schools and look up waiver forms.), and you must be a BMW CCA Club member. To join the BMW Club go to: www.bmwcca.org. The price is \$48 per year and that includes a monthly copy of the *Roundel*, local discounts and copies of the *Zündfolge*. For the CCC, you do not need a helmet nor is tech required. Convertibles are welcome to be driven in the CCC but not the HPDS. For the HPDS, you will need a helmet that is Snell 2005 or 2010 rated and you must be eighteen years old with a valid driver’s license. Convertibles are not permitted at HPDS. The tech inspection report is good for one year at BMW and PCA track events. Your car must be inspected by a qualified ASE certified mechanic. See the BMW Club website under Driving Schools for the list of mechanics qualified to inspect your car and complete the tech form. You are responsible for the proper operation of your car. Remember, your safety and the safety of others on the track depends on everything working properly on your car.

For now, keep you and your bimmer warm and look forward to that April day when we’ll return to the track. Then we’ll be able to drive our Ultimate Driving Machines in the manner they were intended to be driven.

See you at the track.

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F1 Austin—The Best Seat in the House

by Kimberly Kuzma McFarland
photos by the author

INAUGURAL RACES – You either love 'em or hate 'em. Me? I love working inaugural races. Yes, in this case I say “work” because saying “volunteer race marshal” does not adequately capture how hard each one of us works during inaugural race weekends. So why do I love working them? For the simple fact that you never know what to expect. Sometimes, you're developing quick solutions for issues that arise; other times you're in a hurry-up-and-wait standby with all sorts of swirling race drama unfolding.

And let me tell you—my experience with Formula 1 United States Grand Prix at Circuit of the Americas did not disappoint.

Day One, Thursday, November 15

Arrived in Austin! I only knew of three marshals/volunteers from the NW area (Ann Peters, Michael Herman and Dave Kentala) that were making the Austin trek. Otherwise I was virtually alone on this bucket list trip. For my worker hotel assignment, I was partnered up with two interesting ladies—Andrea from Sao Paulo, Brazil (previously worked F1 races on the turns) and Nan from Indianapolis, Indiana (previously worked MotoGP races in varying capacities). Both talked about their experiences over the years and what to expect, which caused me to think—HOLY CRAP, I'M GOING TO WORK THE F1 RACE THIS WEEKEND!

After briefly unpacking, we boarded the worker charter bus and headed to the registration/welcome dinner. At registration I learned: 1) we were assigned \$300 multi-layered race suits that we were 100% responsible for returning or we'd be given an invoice, 2) we had assigned black COTA baseball caps and black COTA golf shirts to wear that we could keep, 3) we were assigned USGP F1 bibs that we could keep, and 4) I knew more people than I realized—some people from Runoffs at Road America, some people from San Francisco Region, as well as some others from Northwest Region! All in all, there were 350 marshals approved to work the USGP in various capacities.



Early morning paddock walk viewing towards Turn 1.

It was also Thursday night I learned something that speaks to the marketing machine F1 truly is. For every event, Bernie Ecclestone does a flyover of the track. In the flyover, he surveys the paddock to ensure hauler placement is to his satisfaction (visually appealing to the TV audience). Since Austin was new on the circuit, the paddock setup took the entire day with support series haulers/teams unloading long into the night after Bernie gave his final approval.

Day Two, Friday, November 16

I've worked a number of professional events over the years. In saying that, as I look back on the days, prepping physically and mentally for F1 race days proved to be more than I have ever experienced in the past.

Each day, the worker charter bus arrived at 5 a.m. (that is 3 a.m. PST for those wondering). Our morning meetings were held in the support paddock within a huge white tent, with no lights on the first day! Improvising, several work trucks pulled up with headlights on so people could make their way around in the pre-dawn/dark. The temperature was 36 degrees, so I was thankful for 1) being a fully prepped flagger with layers and 2) that warm breakfast burritos and coffee were there to greet us.

At approximately 7:30 a.m. we were loaded back into the charter buses and dropped at our assigned turns. I was designated “Radio Marshal,” which meant I was the eyes/ears for race control for my assigned turn—T11C—middle of the back straight. The T11C team consisted of “Chief Post Marshal” Bobby Olympia from Toronto; “Blue Flag Marshal” Chris Whalen from Toronto; “Yellow Flag Marshal” Krzysztof (Krys) Parzyszek from Poland; “Light Board Marshal” Ludovic (Ludwig) Bolla from Germany; and “Course Marshals” Keith Townsend from Scotland, Dave Kentala from Seattle, and Laura Barton from Toronto. A very diverse crew to say the least.

Continued on Page 10

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F1 Austin—The Best Seat in the House

Continued from Page 9

Turn 11C proved to be extremely tricky for spotting cars—from our vantage, you could see the cars exit T11 as they quickly descended down the hill. Unfortunately for us the cars disappeared into a “hole” thanks to a catch fence.

To paint the picture—drivers exited T11 making a sharp almost 90-degree left-hand turn; dropping as they passed T11A; taking a slight right up a hill, passing T11B; and continuing up to crest the hill just prior to T11C. For us on T11C, once the cars went into that hole, we lost visual on the cars until about twenty feet prior to our station. For me, this meant I had to learn car colors quickly since seeing the Ferrari Challenge, Pirelli GT3 Cup and Historic F1 car numbers at approximately 130+ mph would be difficult. For the USGP F1 cars, which were going past us at approximately 170+ mph, I had to solely rely on the spotters guide (which was incorrect on three teams, since they changed car colors), paint schemes with the ‘red or yellow’ identifier just above the driver’s helmet, and individual driver’s helmets. You may be asking what about car numbers for the USGP F1 cars? F1 does not have height or placement requirements for numbers... only one team had a number that was visible; all other teams had the numbers creatively hidden in paint schemes or on wings.

The other obstacle that had to be overcome was the noise. While the Pirelli GT3 Cup, Ferrari Challenge and Historic F1 cars put out some serious

decibels, the USGP F1 cars were LOUD. When they came out for their 9 a.m. practice session, I was blown away by the sound level, the speed, and accompanying blur of paint that rushed by our station (I believe my quote to Bobby was, “HOLY F***!” to be quite honest). What that meant was my turn would not be able to hear what I needed to relay from base communications. (Kim better brush up on that shorthand to furiously write!)

As the day progressed, we had several dry runs and “tests” of a F1 full-course yellow situation. We were told by base communications that we would practice the drills until the heads of F1 were confident the turns got the flags out sharply and quickly, as well as the light board mirroring our flag status. While I would like to say we had everything perfect that day, we had some work to do. In a nutshell, our team was at a handicap with the impaired sight and noise levels, so we had to work closely to make sure our calls and flags were spot on.

Friday night also meant something that we heard was unprecedented in F1—the marshals/volunteers got a paddock walk-through while the F1 teams were setting their garages! I heard in the past, paddock walks were held, but always prior to F1 team arrivals, so this was a real treat. As we stepped off our buses, we could see Mario Andretti doing a TV interview, as well as Jensen Button on camera for a live feed interview. While that was exciting enough, I tore

down the paddock area to take garage pictures—seeking out Kimi Räikkönen’s garage for some quick pictures. I also made a quick stop in one of the two start/finish stands along the front straight. I honestly geeked out at the technology and made a commitment to myself that I will somehow be in that stand for a F1 race someday.



The author in front of the Lotus garage.



Mark Webber speaks to the media.

Day Three, Saturday, November 17

The marshals were again out to the track before the sun came up and people started talking about some marshals being “reassigned” to other capacities for not performing up to F1 standards, with approximately forty people being dismissed entirely from their duties. It reminded me of how I needed to remain focused and that we (marshals) were representing North America to the world. As the day progressed, the T11C team got sharper and we all felt confident we would remain at our post for the Sunday races.

This was also the day I struck a deal with my Chief Post Marshal to head out to the vendor area in an attempt to buy race gear and a program. From my turn, it was a seven minute brisk walk. Once out in the breezeway, I waited for



Sunrise at Circuit of the Americas.

1.5 hours in line only to see everything I wanted to purchase slowly disappear with “SOLD OUT” signs. Leaving the line to head back to T11C, I decided to order everything online; stopping only to pay \$20 for an event program. Walking quickly back to my turn, I caught the last lap of the Historic F1 race and our day was over. Aside from the vendor insanity, the day proved to be uneventful.

Day Four, Sunday, November 18

RACE DAY: Today was the day we found out 82 out of 350 marshals had been dismissed for various infractions; some walking off with their race suits. I connected with Base Communications Chief, Jim Swintal, to see how things were going and found out T11C was in good shape. All the turns with radio marshal issues had been resolved; and T11C was not one of the issues. With that—let the show begin!

The first race of the day was a ten lap sprint for the Pirelli GT3 Cup. I was thrilled to find out Oregon Region SCCA driver, Phil Fogg Jr, was competing in the thirty-car field. After a false start, Fogg took the lead. He held that position for five laps, and then Madison Snow of Lehi, Utah (student of Cindi Lux) took the lead. After some dislodged bumpers on a few of the competitors, the race finished with Madison Snow in first, Phil Fogg Jr. in second, and Daniel Duerson in third.

The second race of the day was a ten-lap sprint for the thirty-four-car field of Ferrari Challenge cars. For this race, I served as blue flagger (my only breaks from the headset were Pirelli GT3 cup and Ferrari Challenge sessions). From this vantage, I observed two places on the track that I could track the race leaders, giving me ability to blue flag competently at T11C; on top of the hill through T6-7 and then again as the cars set up as they came through T11. At the end of the weekend’s second Ferrari Challenge race, Canadian Emmanuel Anassis took his second first place podium finish at COTA, with Austin’s Mark McKenzie finishing second and Venezuelan Alex Popow finishing third.

Here’s where I would have loved to report about significant F1 race drama, but I’m afraid I cannot. It was virtually

a drama-free F1 race until the end. Predictably, Red Bull’s Sebastian Vettel lead the entire race—until fourteen laps to go when McLaren’s Lewis Hamilton made an amazing pass that was set up at the exit of T11, transpired in front of my station and was completed in T12. We watched as Vettel kept trying to take back the pass for the lead, but Hamilton kept Vettel at bay. After Hamilton’s USGP win, he did a parade lap around the course and T11C team scrambled our way to the track with flags to do a (as we call it in Portland) “Dover Wave,” also called “The Monkey Dance” in other parts of the world. As the T11C team was waving the flags, I had to stay on station with the radio and snapped photos. And I caught the money shot—Lewis Hamilton buzzed our turn station with the flags just inches from his car. That was the coolest thing I have ever seen and will never forget.

As our day finished and we loaded into the charter bus, our bus driver thankfully took us on a slow lap around the track to the front straight so we could see the madness that engulfed the front straight. As we pulled up, there was fencing erected across the front straight so people could walk to the pit wall and snap photos of the podium ceremony, garages, etc. As we left the track, I looked back at the shuttles that took spectators from COTA to the parking lots. It was an approximate two-mile walk to the shuttle pick up area. So my advice to people who come to the race—if you don’t want to pay the premium price for close-in parking, make sure to wear your best walking shoes. You’ll need them!

Day Five, Monday November 19

Departure day and I admit I was honestly exhausted. What did I learn?

- 1) The fourteen-hour days would have a temperature range from thirty-six to seventy-six degrees, so bring layers.
- 2) Have patience because our transportation, lunches, etc. was not timely. I just rolled with it and had provisions on me.
- 3) When you leave your worker hotel at 5 a.m., expect to not return until 7:30 p.m. if you’re lucky.
- 4) Without a car rental, do not expect to see downtown Austin without a cab;

- 5) Speaking of cabs, Austin does not regulate their cab system so expect varying fees and extremely rude cab drivers.
- 6) The Austin-Bergstrom Airport is quite nice, with live musicians playing all through the corridors in coffee shops, bars and book stores—so staying for a long duration in that airport is not terrible.
- 7) There is a reason Austin likes to tout itself BBQ capital of the world—the BBQ is AMAZING!

Will I go back to Austin’s F1 USGP? Yes; I’ve already been told I have a spot for next year. Will I know how to get down to the race on a budget? YES; I learned so much. And will I get a rental car? YES.

About the Author

Kimberly Kuzma McFarland grew up watching her Grandpa Kuzma, her Dad Bob, and his brothers racing local circle tracks in the Pacific NW. Her Grandpa’s brother, Eddie Kuzma, built chassis from the late 1940s through early 1960s for several Pacific NW drivers, as well as back in Indianapolis. Eddie was inducted posthumously into the Indianapolis Hall of Fame in 2003—a ceremony Kim and several family members attended. Kim has been involved with three local race clubs (Oregon Region SCCA, Cascade Sports Car Club and Team Continental) since 2001. She currently serves with Oregon Region SCCA as Director I and Cascade Sports Car Club as ROD Representative. Her on-track marshaling duties include starter and pace car driver for Oregon Region SCCA, assistant chief starter for Cascade Sports Car Club and co-chief starter for Team Continental. Kim has worked tracks all over North America for SCCA, NASCAR, American Le Mans, Champ Car World Series, and Formula 1. And she plans on doing so for several more years to come.

Sport Driving Tech Session

March 2

JOIN US ON SATURDAY, MARCH 2 at 10 a.m. as we kick off the sport driving season with a fun and informative tech session at 425 Motorsports in Bellevue. 425 Motorsports is a retail store in Bellevue that caters and specializes in automotive driving and racing equipment. This will be a two-part tech event.

425 Motorsports will be providing some raffle prizes to give away that day. They will also have special day-of-event discounts!

425 Motorsports will be providing some raffle prizes to give away that day. They will also have special day-of-event discounts!

BMW Driving Events Overview and Safety Gear Tech Session

Hour one will be geared towards our outstanding driving programs held at Pacific Raceways and The Ridge Motorsports Park. Participating in these events is a great way to become a better driver and fully understand and enjoy the features of your BMW in a safe, controlled environment. Driving Events Chair Rick Gulstrom and Car Control Clinic instructor Jeff Butler will explain the Car Control Clinics and the advanced High Performance Driving Education (HPDE) program. For those already planning to attend these programs this year, we'll have information about how

to pick your helmet and other safety gear. 425 Motorsports has expanded their offerings and will be making a special deal for the BMW Club this day only!

Amateur Road Racing 101

After a short break, hour two will be led by BMW Racing SIG leader Wes Hill and be about how to get into local amateur road racing. The various local sanctioning bodies will be reviewed, and pros and cons of renting versus owning a race car will be covered. A PRO3 car will be on display to use as a show and tell for how a typical amateur level race car is prepped. Road Racing is not the only form of competitive motorsport however and former BMW Club President Michelle Miller will provide information on opportunities for local autocrossing too.

The event is free to attend, but an RSVP to me is appreciated to help us plan for seating. When RSVPing, please provide me with your name, and the number of guests you will be bringing with you. You can RSVP to me at Jeff@hauryscollision.com.

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The event is free to attend, but an RSVP to me is appreciated to help us plan for seating.

Munich Evolution/ Gleeson Collection

IF YOU'VE BEEN TO THE CLUB CONCOURS D'ELEGANCE the last couple of years, you've seen some of the cars accumulated by Peter Gleeson. Peter has assembled the finest BMW collection in the Pacific Northwest and one of the best in the U.S. This will be the first opportunity to see all of the collection he has in Seattle.

The Gleeson Collection is located at Munich Evolution (www.MunichEvo.com), a consignment shop specializing in BMWs, Porsches and other high-end cars. Matt LaCross of Munich Evolution, will be known to many members. Matt has a particular fondness for BMW M Cars, thus the name of the business.

Peter Gleeson's Collection has a "full set" of BMW E9 CSLs, including left- and right-hand drive, carbureted and fuel-injected, and winged and non-winged. He also has a low mileage E30 M3, M1s including Johnny Cecotto's personal M1, the BASF M1 Procar, a red Z1 and silver Z8 and the list goes on. And keeps growing.

Perhaps the most unusual item is a 1958 BMW/Abatte 507 wooden speedboat, one of only two ever made. It was ordered new by Helm Glockler of Porsche fame. Come hear the story.

The meeting will be Sunday, April 7, from 1 to 3 p.m. The address is 950 N 135th Street, Seattle, WA 98133. There will be more information in the next *Zündfolge*, but mark your calendar now.

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2013 Autocross with the Porsche Club

THE PACIFIC NORTHWEST REGION of the Porsche Club is happy to invite BMW CCA back again this year to participate in their 2013 autocross season. If you have done the car control clinic and are thinking of trying out a high performance driving school, autocross is a great filler between these events and will further develop your car handling skills in a fun and social environment. All events will be held at Bremerton Motorsport Park (BMP) unless otherwise noted and spectators are welcome to attend, no charge.

Fees: \$35 for pre-registered
\$40 for onsite registration

Registration: You can pre-register online and save money on your event entry at <http://scorekeeper.wwscc.org/register/PCA2013/>

Classing: The PCA has given us our own special class (TOBMW) so we can compete against each other.

Tech: There is an onsite tech to make sure your car is safe. A few of the

things that are checked—tires must have tread; no visible fluid leaks, battery must be securely tied down (no bungee cords) and your car must be empty of loose items. Links to more information can be found at www.bmwpugetsound.com.

Helmets: Loaner helmets are provided. If you bring your own it must be Snell M or SA 2005 or greater.

To bring: You will need to bring your current BMW CCA membership card and driver's license with you to the event. There is no shelter at BMP so come prepared with both cold and warm weather gear. The local Lions club is onsite to provide hot breakfast and lunch so bring cash to get some lunch or bring your own.

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.

Any questions, contact Michelle Miller, treasurer@bmwpugetsound.com or 253-334-9948.

2013 Autocross schedule

February 9 (Practice)	August 10
March 23	September 7
April 13	October 5
May 25	October 26
June 8	
July 27 & 28 (Special two-day event in Packwood)	

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PRO3

The PRO3 Line

25 Hours in a race day and more PRO3s go PRO!

ADMITTEDLY, I'M BEHIND THIS MONTH. I'll blame the holidays and slacking off for the preceding two weeks where I relented and gave up most of my email and cell phone communications while hunkered down in a cabin in what many of friends might consider to be the 'hinterlands of the nether regions of the civilized world'...or more succinctly, Montana. The PRO3 decal on the back window of my pickup was the only reference to racing that I spotted. Well, that, and the PRO3 calendar hanging proudly in my in-law's office on Highway 200. Yessir, our promotional reach is long!

That's not to say that nothing racing-related was happening in the meantime; quite the contrary. It would seem that many folks in PRO3 haven't been told, or rather, haven't bothered to notice that this is in fact the "off-season." A quick glance around the virtual paddock shows a number of PRO3 folk who are taking full advantage of the racing activities available to them while the ICSCC schedule is in current hibernation.

The 25 Hours of Thunder Hill

Every year, during the first weekend in December, Thunder Hill Raceway and NASA host the world's longest endurance race of 25 solid hours of racing in Willow, CA. That's 25 hours from the green flag to the checker with nothing more than pit stops in between. Well, that's the theory. Years past, this event has had its share of interruptions including fog and mud on the track, but not this year. The weather was about perfect and the competition was heavy throughout the classes.

Our own Jason Vein and Chuck Hurley of Grip Racing fame hauled two of their cars south for the event and ran both in PRO3 trim. With a full line-up of drivers for both cars, they placed very

well in the E3 class with the #77 car placing third in class and eighteenth overall, and the #78 taking eighth in class and thirty-first overall. Both cars ran a consistent, clean race and all of the drivers are to be commended for their performance.

Eric Bloise and his team, Bloising Saddles, competed yet again in this marathon of a race—which was the team's sixth consecutive year competing in this event. Although technically not a PRO3 car, Bloising Saddles' ETA with the 2.7L engine has competed with PRO3 in our NASCAR events and Eric has been a fixture around the PRO3 paddock helping introduce new drivers to both ICSCC and PRO3 through his very busy rental program. Unfortunately for the team this year, a serious mechanical failure in the tenth hour caused them to retire early and they were not able to return to the track. I'm certain the team and the familiar black and yellow E30 will be back in the Conference paddock this season.



Photo by Lance Richert

PRO3 was well represented at the 25 Hours of Thunder Hill.



Photo by Jeremy Plancee

The huge field takes the start of the 25 Hours of Thunder Hill.



Photo by Lance Richert

It takes a lot of drivers for a 25 hour race.

More PRO3 racers go pro!

The 24 Hours of Daytona is rapidly approaching and during the month of January, the teams participating in the 24-hours race as well as the Continental Tire support race were in Daytona for testing. Along with the familiar team cars, were some familiar Northwest racing faces—many of whom either compete in PRO3 or have driven on PRO3 teams here locally. James Colborn, Eric Bloise, and Andrew Newell will be piloting Compass360 Honda Civics in the ST class in the Continental Tire Challenge. This will be a repeat performance behind the wheel of a C360R Civic for James who will be co-driving #77 with none other than Andrew Jordan, the 2012 Independents' British Touring Car Champion. For Andrew Newell and Eric, this will be their inaugural drive in this event with this team and they are partnered up in the #73. Our local racers have proven themselves as competent and accomplished club racers on the amateur scene here, and are sure to make a good showing on the national stage. We are all thrilled to see them team up with Compass360! As an

additional benefit, all five of the C360R Civics will be displaying sponsorship logos for Team Seattle, helping to raise money through the "Heart Army" campaign.

Coming off a huge season for Bimmerworld Racing is Dan Rogers in the familiar #82 BMW CRC/Brakleen E90. Dan and his co-driver, Seth Thomas, will be driving the #82 again this season in the Grand-AM Continental Tire Challenge as one of three Bimmerworld Racing cars. (You may recall that Dan and Seth won the top spot at the Indianapolis Motor Speedway.) This season, the Bimmerworld cars will all sport the Team Seattle "Heart Army" logos in an effort to raise money for the Seattle Children's Hospital. PRO3 collectively applauds James Clay, Bimmerworld owner and fellow racer, for his continued support of PRO3, Seattle Children's Hospital, and Team Seattle.

Rules Compliance

For anyone looking to make changes and improvements to their race car during the offseason, this is your reminder to verify your intended improvements/

changes against the existing ICSCC Competition Regulations. As of this printing, the 2013 compiled rules changes has not been printed or made available at the www.icsc.com website (Reference Section) but should be very soon. What is available on that website are the 2012 regulations and the 2013 rules changes indicating what changes were proposed and passed (or failed). Of greatest significance to the PRO3 crowd will be the change in the ECU rule. We are now limited to a few specific performance chips and are no longer allowed to run a "piggyback" system in the car. Refer to the website for more specific info on this.

Remember: The only allowable changes to the car are those identified in the rules. If it doesn't say you can, then you can't!

*Michael Olsen is a BMW CCA Club member and drives the Spirit Halloween Superstores PRO3 car #130 in local ICSCC competition racing
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//M Shootout

ONE COLD OCTOBER MORNING, two local autocrossers, Michelle Miller and Colin Loh, brought their respective Bimmers to a Porsche Club Autocross event at the nearby Bremerton Motorsports Park to wage a personal bragging-rights shoot-out. As BMW CCA members, they were attending as guests of the Porsche Club and registered in the event's "Time-only BMW" class. They would be competing against all other BMW drivers in attendance but more importantly, against each other—the winner not likely to ever let the loser live down the outcome in the foreseeable future.

Miller, a recent National SCCA Champion, will be driving a stock E36/8 M Coupe, while Loh, an avid Forza player with over three years of autocross experience, will duke it out in his E36 M3 that has been significantly prepared to match the performance of the Miller "Battle Coupe."

Here is how the contest (in their own words) played out:

Pre-race

C: Won coin toss. Elected to line up behind Michelle so there's a chance she might lose control in this icy weather and perhaps destroy a part of the course and thus give me an extra run should she cause me to have to stop? I can always dream.

I formulate my strategy: Push hard for the first run and take some risks, even if that earns me a few penalties for hitting cones. The idea is to get a feel for the car and the track and only 'clean it up' in the later runs.

M: Lost coin toss, but Colin still won't know what my time is until he comes in. Strategy: drive so smooth it looks slow so he doesn't try too hard, and to readjust to driving a rear-wheel drive car.

Run 1

C: Pulling up to the starting line, I frantically swerve the car wildly left and right, à la Formula One, to build heat in the tires. It really doesn't make enough of a difference in autocross, but I'm hoping Michelle would see it in her rearview mirror and get intimidated at the level of seriousness at play here. I bet she does.



Starter gives the go-ahead and off I go! I launch the car my usual way—with a little wheel spin to warm them up but well short of a burnout. I make it past the first turn but the rear wheels lose traction and the car spins 180 degrees around! Being the consummate professional, I take the time to cuss out loud before resetting the car and resuming.

I quickly checked the times once I had finished. Michelle had clocked about 48 seconds. My time, however, was useless thanks to my "spin out." Will have to wait until the second run before knowing how we are really stacking up.

M: Pulling up to the start line, I know my tires are cold and so is the track, but I have to put down a clean and fast run. I don't want to spend my other three runs trying to chase a clean one, so clean and fast now and then add speed. The track feels good, there are a couple of spots where I can definitely put down some more power on my next runs. The Formula SAE student in the passenger seat is impressed. Colin spun out so I am already in his head.

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Run 2

C: Waiting at the starting line and watching Michelle go through her first few turns, I saw—to my horror—a red flag being waved at Michelle during her run! No! That means her current run wouldn't count against her tally, making it a free practice run. At the end of the day, she gets a re-run—essentially an extra run at the end after my last. Numerous times before, I have had certain victory snatched away from me by a competitor getting a re-run. This is disturbingly ominous.

I drove hard through the course—no loss of control this time. As I finished, I glanced desperately at the score board—it says 46.797—a significantly better time than Michelle's 48 from her first run! Yes! Superiority! And just as I was pulling into the grid, the announcer, with perfect timing, reads out what I had written on my timing card: "Michelle is going DOWN!" I look over to her camp with a gleeful smile. Do I sense a glimpse of fear in her eyes?

M: Thank you Kristi! She annihilated most of the course in front of me. Lucky me I get an extra run at the end of the run group where tire temps and surface temps are bound to be higher and grippier. However, Colin put down a smashing fast time so I knew I would have to turn it up a notch...or two.

Run 3

C: I'm in control! I've got this! I decided to take some risks to widen the lead. The result? A mini-drift show and a worse time—47.162. But Michelle, out of the blue, clocks 46.859! What the... National Champ or not, you don't just go out and clock an improvement of over a second! There ought to be rules against that!

Just like that, my lead in the contest has been almost entirely lost! Dramatic twists and turns are fine and all—but being on the wrong end of it, it's also rather annoying. Back in grid, I considered letting the air out of her tires when no one's looking.

M: Run feels great, car is gripping well, not out of control at all, but I only run at 46.859. Sure it's an improvement, but Colin has got me beat at this point and I'm sweating a little bit. He's a good driver. I have more power but he's got some extra suspension mods and weight reduction, I'm already making excuses. Maybe I should pull off those tire warmers of his.

Run 4

C: It's now or never. Everything learned from all previous runs must now be applied to perfection.

Run went almost exactly to plan except that I braked too late at one turn and missed the apex. Even so, I was able to notch a better time—46.724! Would it be enough? Michelle's best at this stage was 46.85—a hair's breadth slower. Normally, that would mean I'd won and I'd be celebrating. But, thanks to that infernal red flag earlier, she gets an extra go and a clear, specific target time to win it all.

M: With my re-run giving me some cushion, I decide to really push it on this third run of mine. It feels really fast, and on the edge, but as is usually the case when it "feels" fast, I only pick up 4/1000ths of a second. I'm baffled and feeling pretty nervous at this point. Sure, I got an extra run, but will it be enough? Colin has me beat right now. I whisper to my husband Chris, "I don't know where to find another tenth."

The Re-run

C: I can only stand by and watch. She gets a good start. (Darn.) Good braking, nice turns. (Not good.) Her car briefly loses control (Yeah!) but she regains it (@#\$\$%^!). As she finished, I looked quickly to the timing board and saw...

M: Before my run, I swing into the timing trailer to consult with Jodi Fordahl, a multiple time national champion. She gives me a pointer on one spot that looked a little awkward from her viewpoint. I remind myself to use the whole car, not just the steering wheel and to drive over the limit more than under the limit. At this point I have nothing to lose. As I head to the start line, I turn up the radio. Pink is cheering me on. Up at the line, deep breathe and I'm off. Car gets loose at the cross-over, I figure it's all over now, if I'm going sideways, I'm not going forward and that's a waste of time. I keep driving hard, the back feels loose, but I just give it more gas to transfer the weight and keep the tires planted. Through the finish line... 46.478, almost 4/10ths of a second and enough to take the win! The ladies in the crowd cheer. Colin throws his hands in the air.



What's next

Look for a 2013 re-match. Colin will have another year of experience under his belt. Michelle will keep working on her mental game. Join us at the Porsche Club Autocross events to see what happens. For photos, videos and spec sheets see www.bmwpugetsound.com/blog.

Results for Class TOBMW TOBMW - Time Only BMW

	Name	#	Year	Make/Model	Run 1	Run 2	Run 3	Run 4	Points
1	Michelle Miller	31	2002	BMW M Coupe Steel Gray	48.287 (0,0)	46.859 (0,0)	46.856 (0,0)	46.478 (0,0)	100.000
2	Colin Loh	168	1997	BMW M3 White	61.940 (2,0)	46.797 (0,0)	47.162 (0,0)	46.724 (0,0)	99.474
3	Chris Miller	13	2002	BMW M coupe Steel Gray	49.161 (0,0)	48.954 (0,0)	47.715 (0,0)	47.965 (0,0)	97.408
4	Jason McConnell	53	1998	BMW M3 Silver	50.933 (0,0)	52.002 (1,0)	50.821 (0,0)	49.129 (0,0)	94.604
5	Robert Falk	411	2008	BMW 335i Black Sapphire Metallic	53.399 (0,0)	53.266 (0,0)	51.360 (0,0)	51.431 (0,0)	90.495
6	Mark Fischer	80	1997	BMW M3 White	55.824 (0,0)	55.807 (0,0)	56.171 (1,0)	52.249 (0,0)	88.955
7	Floyd Smith	12	1986	BMW 635 CSi White	58.790 (1,0)	56.036 (0,0)	56.305 (0,0)	54.818 (0,0)	84.786
8	Mary Carter	4	2008	BMW 335i Black Sapphire Metallic	66.488 (0,0)	61.175 (0,0)	57.114 (0,0)	57.938 (0,0)	81.378



View from the Driver's Seat (this President isn't in a Corner) ☺

AS WE ALL SETTLE INTO 2013 I'd like to take this opportunity to reflect on an aspect of this Puget Sound Region Chapter that make our efforts like this magazine, car shows, and track and technical education events possible. These things would not be possible without the countless hours of your board and dedicated volunteers all with a common thread, the enthusiasm for the BMW brand. As with anything there are changes, some small and others with gaps which cause greater leaps. None

These things would not be possible without the countless hours of your board and dedicated volunteers all with a common thread, the enthusiasm for the BMW brand.

of this would be possible without the community you are part of and with efforts that are frequently transparent and make this Club great.

On behalf of the board I'd like to thank Michelle Miller (and of course her husband Chris) for her leadership and dedication to the Puget Sound Region Chapter. She's held several positions on the board including, Concours d'Elegance Chair and most recently your president (2011-2012). She's not just stopping there; she's your 2013 treasurer. This, to me, is a testament to the enjoyment one can have by participating in the Club. I know from my own experience, some of my closest friends have come from meeting them at Club events. Not without mentioning, thank you for your continued support in being an active member and giving us the opportunity to have one of the top BMW chapters in the U.S.

As we look ahead in 2013, the national office is planning the Annual Oktoberfest on the West Coast in beautiful sunny Monterey, California, August 19-24. I'm hoping many of you will take advantage of this occasion to plan a road trip and several stops along the way. This event isn't often on this side of the continent.

Fret not; if you're looking for local activities, there are many of those planned, too. Just look at how many events we have in this issue.

In closing, THANK YOU for another wonderful year, and I'm looking forward to the honor of sitting in the driver's seat for the next year with your support and that of the 2013 Board of Directors.

de-Anna Martin, President

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2013—90 Years of BMW Motorrad

In his speech at the international motorcycle show EICMA in Milan, BMW Motorrad President Stephan Schaller announced that BMW Motorrad will be presenting a new model with air-cooled ‘boxer’ engine in 2013 as a special way of marking the “90 years of BMW Motorrad” anniversary.

As long ago as 1923, the very first BMW motorcycle—the BMW R 32—provided what was to become the genetic basis for the BMW Motorrad boxer series over nine decades: an air-cooled, 2-cylinder 4-stroke ‘boxer’ engine with longitudinally mounted crankshaft and shaft drive to the rear

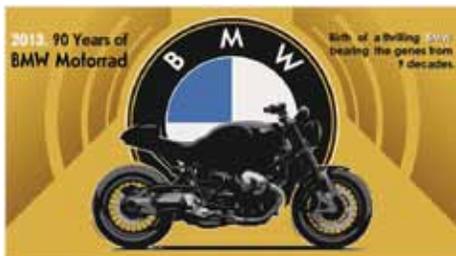
wheel. Always combined with innovative technology and thrilling design—and with one priority above all else: sheer riding pleasure.

The new, distinctive motorcycle to be produced this year will express the genes of 90 years of BMW Motorrad combined with emotional styling and innovative technology to create a new, multifaceted vehicle concept.

(BMWNA Press)

BMW Bobsled and Skeleton

BMW of North America, the Official Mobility Partner of the United States Olympic Committee, today announced the company is developing a new two-man bobsled for use by Team USA in the Sochi 2014 Olympic Winter Games. In collaboration with USA Bobsled & Skeleton Federation (USBSF), BMW aims to leverage its world-class engineering and design expertise to answer longstanding equipment and innovation needs of the U.S. Bobsled Team.



Working first with USBSF to capture its deep empirical knowledge, BMW then examined the design and performance history of existing two-man sled platforms, one of which has been the default bobsled of Team USA for more than 20 years, to completely re-engineer the two-man bobsled. Similar to vehicle development, BMW Efficient Dynamics have been applied to the design of the two-man sled. The company has paired intelligent lightweight materials, optimized aerodynamics and chassis dynamics to leverage the energy output of the two-man team, increasing overall sport performance.

This project was sparked by a request made by USBSF of BMW to assist the team in shoring up a technology gap specific to the innovation of the U.S. two-man sled. While Team USA achieved momentous success at the Vancouver 2010 Olympic Winter Games, winning a gold medal in the four-man bobsled event, the two-man Olympic gold is one that has eluded the U.S. since 1936.

More than one year in development, a prototype of the BMW two-man bobsled has already been delivered to USBSF. The technology will be refined in the next year in continuance of a highly iterative development process that involves on-site immersion with USBSF athletes, coaches and engineers by BMW Group DesignworksUSA, BMW Group’s international design studio headquartered in California, and on-ice testing by USBSF.

“What’s been unique to this process is the level of collaboration by our creative team with the performance staff at USA Bobsled & Skeleton,” said Laurenz Schaffer, President, BMW Group DesignworksUSA. “The level of immersion we’ve been able to achieve, which included athlete interviews for preferences and improvement areas, ergonomic evaluations and optimization studies in aerodynamics, has helped us to design what we believe will be a truly improved and innovative product.”

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