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Boilerplate

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Club Activities 3
Motorsports 5

Design that Moves 8
The PRO3 Line 16
Classified Marketplace 20

KALENDER

March 27

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

March 29

Board Meeting: at BMW Seattle 6:30 p.m. All members are welcome to attend. Contact the Club President to RSVP.

April 7

Griot's Garage Detailing Tech Session. See article in this issue.

April 14

Autocross with Porsche Club: For registration information please visit www.bmwpugetsound.com.

April 26

Board Meeting: at BMW Seattle; starting time is 6:30 p.m. All members are welcome. Contact the Club President to RSVP.

Spring 2012

Beer Tasting: More details coming soon. Contact Club President Michelle Miller for details.

May 1

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

May 26

Autocross with Porsche Club: For registration information please visit www.bmwpugetsound.com.

May 29

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

May 31

Board Meeting: at BMW Seattle; starting time is 6:30 p.m. All members are welcome to attend. Contact the Club President to RSVP.

June 3

Burgers and BMWs: contact Rick at rick@gmsarch.com for more information.

June 9

Autocross with Porsche Club: For registration information please visit www.bmwpugetsound.com.

July 13

Rally Time! Come rally with the NWRC with fellow BMW members in our own special BMW class. Contact John Humphrey at bakirroo@earthlink.net.

July 29

BMW Seattle Concours d'Elegance & Heritage Picnic: Save the date for this year's annual show during the Renton River Days Festival at Cedar River Park. This is a great day to spend with beautiful cars, family and friends. More information is available at bmwpugetsound.com or send an email to s.questad@comcast.net.

BOARD OF DIRECTORS

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

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June 3

Burgers and BMWs #3

Sunday, June 3, 2012 (10 a.m.)
BMW CCA Puget Sound Region

A hot line up of BMWs and everyone is invited to bring your BMW.

TRIPLE-X Root Beer Drive-In
98 NE Gilman Blvd. Issaquah, WA

- *Meet* at 10 a.m. until 3 p.m. (rain or shine)
- *Eat* a burger, drink root beer, bench race, kick tires and meet new and old Club members.
- *Invite* your friends and don't forget your camera.
- *Let's try* for 200 or more BMWs (last year we had over 150).

If you have questions please call Rick Gulstrom at 425-644-1446 (office) or send your emails to rick@gmsarch.com.

2012 Tours

YOU ALREADY KNOW how much fun it is to drive a BMW. Now, add in curvy roads, great scenery and good friends and you've got the makings of a Puget Sound Region tour. It really doesn't matter if we head to the mountains, the desert, or the ocean beaches; the Pacific Northwest has great offerings in any direction.

As the snow and frost turns to constant rain, then a light drizzle, it always means the same thing. Spring is right around the corner and it is time to turn to Google Maps and plan for the upcoming tour season. While our tour dates and destinations are still being finalized, we know that this season will be a great one. Our plan at this point is for at least four tours, each led by a different Club member. These generous volunteers have extensive driving and touring experience and will bring unique perspectives that we know you will enjoy.

For those new to the Club or to touring, please visit the Club message board at www.bmwpugetsound.com and do a search in the Club Event section for posts and photos from previous tours.



These make a great first event and are a great way to meet others that share your love of The Ultimate Driving Machine.

See the next issue of the *Zündfolge* for the finalized schedule and keep an eye on the message board for last minute updates or revisions. As always, if you have questions or suggestions about upcoming or past tours, contact Scott Hieronymus at tours@bmwpugetsound.com. Hope to see you on the roads this season!

Scott Hieronymus

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Zündfolge



ON THE COVER: This month's cover features the BMW 1 Series M Coupe - MotoGP SafetyCar.

Photo by BMW Press.



Griot's Garage Car Care Tech Session

April 7

JOIN YOUR FELLOW BMW Club members in celebrating the arrival of spring at a car care tech session at Griot's Garage on April 7 at 11 a.m. This is always one of the more popular events of the year, so 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 BMW 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, those in attendance will receive 15% off any items purchased. This will be 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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Photo by Brad Bowen.

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MOTOR SPORTS



2012 Driving Events Calendar

Our First Track Event of 2012

OUR FIRST 2012 TRACK EVENT is on Friday, April 13. Go ahead, make superstitious jokes, but I'm not worried. It will be a terrific event.

As is our custom, we will have both a Car Control Clinic (CCC) for \$125 (\$95 if 16 or 17 years old) and a High Performance Driving School (HPDS) for \$225 going concurrently. To participate you must have a valid driver's license and belong to a BMW Car Club of America club. To join the BMW Club go to www.bmwcca.org (only \$48 per year).



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

do not need a helmet or a tech inspection, and convertibles are welcome.

The HPDS is the real deal. While not racing, it is on a racetrack. Short of really going racing, this is about as exciting as it can get in your BMW! Instruction is provided for students of all levels. More experienced drivers can be signed off to solo for the day but this is the exception, not the rule.

These are, in fact, driving schools. Register at www.motorsportreg.com but you have to do it by April 8. You will need a helmet (Snell 2005 certification or newer) and your car will need to be tech inspected by an ASE certified mechanic. Again this year your car tech will be good for the entire 2012 year.

One other opportunity is available to you. If you would like to learn more about this whole "track thing," but you're not quite ready to sign up, come on out and work as a volunteer. We need people to chase cones for the CCC. You can get a good look at what goes on and decide whether this is something you want to try in 2012.

For further information please go to www.bmwpugetsound.com and click on driving schools. Contact me if you might be interested in this. Join the fun!

Rick Gulstrom
Driving Events Coordinator
rick@gmsarch.com

BMW CCA PSR Events

April

13 Driving School & Car Control Clinic at PR

June

22 Driving School & Car Control Clinic at PR

August

17 Driving School at the Ridge

September

14 Driving School & Car Control Clinic at PR

October

5 Driving School & Car Control Clinic at PR

Other Events Open to CCA Drivers

April

1 BMW CCBC Car Control Clinic at Pitt Meadows

7 PCA School at the Ridge

14 PCA Skills Day at Bremerton

14 ALFA School at Pacific Raceways

18 PCA School at Pacific Raceways

May

6 BMW CCBC Skills Day at Pitt Meadows

7 BMW ACA School at Portland

17 PCA School at Pacific Raceways

26 PCA Women's Skills Day at Bremerton

27 ALFA School at Bremerton

June

4 BMW ACA School at Portland

8 BSCC Lapping Day at Bremerton

9 PCA Skills Day at Bremerton

10 BMW CCBC Skills Day at Pitt Meadows

20 PCA School at Pacific Raceways

22 ALFA Evening School at Pacific Raceways

July

7 PCA School at the Ridge

15 BMW CCBC Car Control Clinic at Pitt Meadows

22 BMW CCBC Skills Day at Pitt Meadows

27 ALFA Evening School at Pacific Raceways

27 BSCC Lapping Day at Bremerton

28 PCA Family Skills Day at Bremerton

31 BMW ACA School at Portland

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2012 BMW CCA Chapter Congress

OVER 300 BMW CCA MEMBERS from seventy chapters convened in Dallas, Texas in February for the BMW CCA Chapter Congress and Driving Events Conference. Lance Richert, Gernot Kalcher, Rick Gulstrom and Michelle Miller had the honor of representing our Club.

BMW CCA National is doing a great job of thinking about the future of our Club—they gave us some great insights, tips and tools on how to stay current, how to recruit and retain members and how to help our Club be the place for everyone. They are actively pursuing ideas for increased and better communications as well.

“A big part of this year’s conference was dedicated to the importance of the web and social media. It’s common knowledge that everybody, especially member-focused not-for-profit organizations like ours, should take advantage of online platforms to grow membership. The Puget Sound Region Chapter has already jumped onboard and launched a blog and a Facebook fan page as well as a Twitter and YouTube channel when we introduced the website although there is still much to improve upon! In 2012, our goals include reaching more BMW enthusiasts on YouTube and increase digital media on our website and Facebook page. With these continued efforts, we hope to see even more

member engagement online and ultimately increased participation at our Club events,” said Gernot Kalcher.

Lance Richert took notes on issues pertaining to membership retention and Club marketing. He also sat in on some of the BMW CCA Club Racing sessions. We took down a stuffed carry-on loaded with PRO3 calendars and copies of the *Zündfolge* which were given away to folks in attendance.

We were given some clarity on what it means to be a member-based Club as well. What does this mean to you? Luckily for you, I won’t go into the IRS code on member based non-profits in this article. It does mean that to participate in events where there is a fee, you must be a member. This would include our track days and car control clinics.

Rick Gulstrom attended the Driving Event Conference portion of the event where the main topic was a membership requirement to attend our Club’s driving schools. The National Board voted and approved a requirement that everyone must be a member. They also discussed safety technology, advanced engine technologies and consumer trends in car ownership. The Street Survival Clinic and advanced driver training were also topics of conversation. The day ended with a presentation from Ross Bentley, a local Northwest instructor,

author (*Speed Secrets: Professional Race Driving Techniques*) and race car driver, called from Classroom to track...and Back Again. We left with tools to make your year at our driving schools even better.

One thing we all enjoyed was to meet with other chapters, share ideas and give advice on improving our Club and events. Some fun ideas were passed around including a woman’s only tech session, a “pimp my ride” event and creative tours.

We will be considering some of these new events ideas and will want to work with the businesses supporting our Club to help host events. If there is something you think that we are missing, let us know. This Club is your Club and we want it to reflect your interests. We are always looking for more volunteers as well. If you want to see how the Club operates and develop some skills, this would be a great chance for you to get involved. We have a job for everyone, from signing in members to planning new tech or social events.

We are looking forward to a fun spring and summer with all of you.

*Michelle Miller, President
Rick Gulstrom, Driving Event Coordinator
Lance Richert, SIG Coordinator
Gernot Kalcher, Web and Social Media*

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Design that Moves. The BMW Design DNA.

Photo by BMW Press.



BMW IS A BYWORD FOR AUTHENTIC, forward-looking automotive design. Authentic in that the design points to the experience that awaits you. It holds out a promise that is fulfilled the moment you set eyes on the car. Every BMW is instantly recognisable as such and conveys what the brand stands for: *Sheer Driving Pleasure*. BMW design is forward-looking in that it displays pioneering innovations which time and again raise the bar in the premium

segment of the automotive industry. Over many decades, a variety of design elements have formed the unique DNA of BMW as defined by its distinctive proportions, surfaces and details. Each BMW interprets these hallmark features anew to express its own individual character. BMW recognised the character-shaping value of these design cues early on and has systematically nurtured them over the years. They can be found in every BMW, past and present.

The distinctive hallmarks: proportions, surfaces, details.

BMW design embodies the perfect harmony of technology and aesthetics. Here function takes on a form and beauty of its own. Among the salient features of a BMW are its proportions, surfaces and detailing. Their interplay moulds the character of a BMW and spawns the unmistakable BMW look. The characteristic proportions—long wheelbase, short overhangs, stretched bonnet and set-back passenger cell—evoke the sporty elegance and dynamics of every BMW even before a wheel has turned. The individual character of each vehicle is conveyed through meticulously sculpted surfaces, tautly drawn and contoured by precise lines to shape the body of the car. Each model evinces its own interpretation of the surface design, creating richly faceted accents through precision detailing.

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Incisive aesthetics: the BMW face.

The front end of a BMW alone sports signature features that unmistakably identify the car as a BMW. The two-part kidney-shaped radiator grille, the brand emblem set centrally above it, and the twin round headlights jointly form a striking design composition in which the front headlamps, “sawn off” at the top, define the customary intent look that is firmly focused on the road ahead. The radiator grille—familarly known as the “kidney grille”—was first introduced in 1933 and has over time evolved into BMW’s most conspicuous feature. This iconic BMW design element appears in many different renditions and continues to define the face of a BMW to this day: flanked by the hallmark twin round headlamps with light rings, it forms the centrepiece of an ensemble that imprints a unique look on each BMW.

Characteristic flow of body lines.

The side view similarly displays numerous hallmark BMW design elements that are variously interpreted according

to model. The long bonnet smoothly segues into the set-back passenger cell to create a stretched outline that is both elegant and functional, generating a dynamic silhouette that imbues the car with a forward-surging stance even when stationary. The long wheelbase provides a dynamic and elegant base for the car, while short overhangs at the front and rear bracket the familiar BMW proportions that are divided by just a few eloquent lines. Also characteristic is the side window surface which, with its chrome-coloured frame, takes its lead from the formal language of a coupé. It tapers into the Hofmeister kink, a dynamic counter-sweep at the base of the rear pillar that supports the roof and separates the rear side windows from the rear windscreen. This styling element, named after former BMW Design Director Wilhelm Hofmeister, gives the window outline a forward thrust while accentuating a further BMW hallmark: rear-wheel drive. Beneath the window frame, a precise swage line with integrated door handles runs along the side

to divide the car body. Emanating from the front, this line extends to the rear in a single, sweeping motion that rises at varying angles depending on the model, lending the car a pronounced wedge shape.

Driver orientation and ergonomics in the interior.

BMW design is known for its driver-oriented approach. The ergonomic configuration of the interior firmly defers to the driver: important operating and control elements in the instrument panel and centre console are angled towards the driving seat for optimum visibility and are thus within the driver’s direct reach. Likewise, all the display elements are arranged in the driver’s direct field of vision so that information relevant to various driving situations is easily accessible. Select materials and a finely harmonised colour scheme underline the design statement of the interior and highlight the vehicle’s character on the inside as well. This methodical focus on the driver not only emphasises the ergonomics but also the strong emotional aspect of the interior design.

On the inside, the individual character of a BMW is expressed in the special interplay of surfaces and lines that follows the layering principle. This refers to levels made up of different materials that are arranged on top of each other and serve different purposes, bringing alive the interior surfaces and dynamics. For the interior design of BMW cars, this layering approach ushers in a new, modern aesthetic and creates a visual lightness.

“We design moving products, both in the functional and in the emotional sense. Our design is authentic; it indicates what you can experience with our products and evokes the heritage of the brand. But our design is also geared towards the future and lends a face and soul to the cutting-edge technology that defines our products. Beyond that, our design evinces a keen attention to detail, with customers still discovering intriguing design elements years down the line.”

*Adrian van Hooydonk,
Senior Vice President*

BMW Group Design



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BMW Design Icons.

Over the years, the styling of BMW cars has produced a host of design icons which have become synonymous with the brand as a whole and, in some cases, signature features of individual models. Collectively, these iconic elements have helped shape the identity of the brand and its cars.



Front end.

A kidney-shaped radiator grille and twin circular headlights “sawn off” along the top define the front end of a BMW. These distinctive “facial” features ensure that a BMW is clearly identifiable even without the brand logo on display.



Kidneys.

The two-part, rounded-off radiator grille—known as the kidney grille—was established as an iconic feature of BMW cars in 1933. This design element has been a fixture across all the brand’s model series since 1935.



Focused look.

The brand’s hallmark twin circular headlights are “sawn off” across the top, creating the distinctive focused look over the road ahead.



Proportions.

The proportions of BMW cars have become a hallmark feature. A long wheelbase, long, sweeping bonnet and set-back passenger compartment generate a feeling of dynamic urgency before the car so much as turns a wheel. In other words, a BMW needs only a single glance to tell you what it’s all about: Sheer Driving Pleasure.



Window design.

The side windows of a BMW, with their chrome-coloured surrounds and black B-pillars, recall the styling of classic coupés. Their long, low-profile design enhances the dynamic appearance of a BMW.

Hofmeister kink.

The Hofmeister kink—the counter-sweep at the foot of a BMW’s C-pillar as it meets the body—was named after Wilhelm Hofmeister. The former BMW Body Design Director first introduced this styling cue to BMW cars in 1961. The Hofmeister kink emphasises the car’s dynamic, forward-surgling stance and hints at BMW’s traditional rear-wheel drive.



Swage line.

The customary swage line of a BMW divides the car’s body and is a defining element of its side view. The designers use the swage line to enhance or dilute the wedge shape of the brand’s various models. The car’s door handles are integrated into the swage line, allowing its lavishly contoured surfaces to be showcased even more effectively.



L-shaped rear lights.

The L-shaped design of the rear lights underlines the width of the rear end, which in turn visually enhances the car’s presence and stability.

Driver-focused design.

Important operating and control elements in the instrument panel and centre console are angled visibly towards the driver, putting them directly within reach.



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Wine Tour

THE CLUB'S URBAN WINE TOUR was a huge success. We had a full van of twelve Club members, lead by Larry, who was a great tour guide from 106 Pine Wine Bar. We visited three wineries in the greater downtown Seattle area and each winery had a minimum of five tastes. We learned about different wines and wine making while pairing the wines with fresh cheese from Beecher's and truffles from The Chocolate Box. See you next time.

Duane Montagne, Club member



Photos by Duane Montagne.

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AD SIZE	WIDTH	HEIGHT	B&W REGULAR	B&W DISCOUNT	COLOR REGULAR	COLOR DISCOUNT
Inside Front Cover	7 1/2"	10"	\$ 410	\$ 370	\$ 490	\$ 440
Inside Back Cover	7 1/2"	10"	330	300	395	355
Page 1 (full page only)	7 1/2"	10"	350	315	420	380
1/2 Inside Back Cover	7 1/2"	4 3/4"	210	190	250	225
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Full Page	7 1/2"	9 5/8"	310	280	370	335
2/3 Page	4 7/8"	9 5/8"	250	225	300	270
1/2 Page-Vertical	4 7/8"	6 1/2"	190	170	230	205
1/2 Page-Horizontal	7 1/2"	4 3/4"	190	170	230	205
1/3 Page-Vertical	2 3/8"	9 5/8"	150	135	180	160
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All ad copy must be camera ready, sized correctly, and received before the first of the month for the following month's issue. (Note: a finished page is 8 1/2 x 11". If you want a full page ad to bleed off of the edges please add a 1/4" bleed for a total size of 9 x 12". The full page size listed above of 7.5 x 10" includes a 1/2" wide border four sides.) We can assist you with ad composition, for a charge, if you do not have an outside agency. Ad files should be 350 dpi Tagged Image File Format (TIFF) for photos or 850 dpi TIFF for text only files. If you have any questions please contact deAnna Martin at 206-295-3663 or advertising@bmwpugetsound.com or call Editor Lucetta Lightfoot at 206-282-2641.

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My First High Performance Driving School

Photo by Chris Mason.



I'LL ADMIT IT, I WAS NERVOUS, really nervous actually, but I finally decided it was time to participate in a high performance driving school and am I glad I did. It's not like I hadn't pushed my car before, after all, I was nicknamed Spinette my first year of autocross. In fact, I have been teaching and participating in autocross for five years, but there was just something about going to the "big track" that seemed so much, well, bigger. Now I'm asking myself why I waited so long!

I arrived at Pacific Raceways around 7:30 a.m. surrounded by BMWs of all makes, models and levels of preparation. While we waited in line to check in, folks got out of their cars to socialize. It was just like any other BMW get together. Dana and Kelcy were waiting for us at the gates and handed us our well-prepared packet of materials and numbers in exchange for our tech sheets and we were then directed to the paddock.

I pulled into a spot at the paddock and began to empty out my car and chat with other students about our vehicles and what to expect for the day. My instructor, Bill, made his way over and we talked about the day. It was nice to converse a bit before we were in the car with our helmets on. It really helped me to feel more comfortable and less intimidated. Around 9 am, we all headed over to the grandstand for our drivers meeting where Rick and Karl explained the flags, safety rules, event agenda and told us to have fun.

I was in the "D" group, which is for the novice drivers, we were first out. My instructor Bill gave me this handy little head phone/speaker phone device so we could talk to each other in the car without yelling through our helmets. He took the wheel for the first two laps to demonstrate the line and go over the basics with me. That was a really good way to ease me into the track and to realize that this isn't too scary after all. Then it was my turn. As an autocrosser,

we quickly identified that I tend to have busy hands and a jabbing braking style. With Bill's patient, kind and consistent coaching I was able to quickly overcome those shortcomings and focus on driving a good line, using the whole track, increasing my speed and smoothing out my braking. Between sessions we had time to let our cars cool down of course, but also to talk with the other students and check out who had the biggest grins on their faces. We were also able to watch the other groups run and see some of the very skilled drivers make their way onto the straights. At the end of the day we got to be a passenger with our instructors and wow! Was that fun!

After four twenty-minute sessions, I was pretty tired, but still really energized, probably adrenalized. It felt so great to get out there and feel a certain freedom to drive that one just doesn't have on the street. I left knowing that I am a better and safer driver because of the day at the track. Not only that, but the skills developed over the day of finding a good line and being smoother on the brake, throttle and steering will help me with autocross as well.

I can say nothing but good things about the organization and safety of the event, the caliber of the instructors and volunteers, and the camaraderie of the fellow students. I can't wait to go back this year. If you are hesitant like I was, all I can say is just do it! You won't regret it. It's one of those experiences that you just cannot replace. See you at Pacific Raceways and The Ridge this year.

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IT MAY NOT BE RACING SEASON in the Pacific Northwest yet, but the Grand-Am Continental Tire road racing series of 2012 opened with the BMW Performance 200 at Daytona, on the same weekend as the 50th running of the 24 Hours of Daytona. It was a great weekend for racing in general, and for BMW enthusiasts in particular!

With BMW sponsoring the Continental event, all of the BMW teams in the field were motivated to have a good showing. *Bimmerworld*, a PRO3 sponsor, was particularly motivated to perform well at the season opener. *Bimmerworld* is a team with a long history of success, both in SCCA World Challenge, and as a team that tied for the Continental ST championship in its first year in Grand Am. In 2011, however, running four cars in two classes (E92 M3s in GS and E90 328is in ST) led to less than expected



Photo by MotorSport Media.

results for the Virginia-based BMW powerhouse. Team Principal James Clay was disappointed in the team's 2011 season, and was motivated to make a

change. In the off-season, Clay and the team made the call to go to a three car ST effort, concentrating their effort on the E90 chassis in 2012.

Following the 2011 campaign, the technicians and engineers at *Bimmerworld* focused their efforts on getting the most out of the E90 chassis, within the guidelines of the Grand-Am ST rules. Clay put together a team of drivers new to Grand-Am, as well as seasoned veterans. At the end of the January tests, Grand-Am had BMW 3-series capturing the top four places in the final practice, with *Bimmerworld* in 2-3-4—a good omen for the upcoming race.

The Continental Series consists of two classes of cars sharing the track—the GS class and the ST class. The GS class consists of higher powered cars—Ford Mustang, BMW M3, Chevy Camaro, Porche Cayman, Subaru WRX-STI,

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Audi S4, and new to the series this year, the Astin Martin Vantage. The ST class is the lower horsepower cars, including the 1- and 3-series non-M BMW, Mini, Kia Forte, Mazda MX-5 and Speed 3, Honda Civic and Accord, VW Jetta and GTI, Ford Focus ST-R and other similar makes. Grand-Am provides adjustments to the build rules for the cars to provide close racing between different makes in class.

Of the forty-one ST cars entered in the race, the Bimmerworld cars qualified third (#81 Levine/Liefooghe), sixth (#80 Capestro-Dubets/Clay) and thirteenth (#82 Rogers/Thomas) in the ST class, with only a 0.5 second between third and thirteenth.

The races started in the rain, a rarity for Daytona. David (Levine), John (Capestro-Dubets), and Dan (Rogers) started in the three team cars. The Bimmerworld cars ran in the rain for the first twenty minutes on the Continental rain tire, with the BMWs running towards the front of the pack. Levine battled with the Kias and Mazda 3s for

the lead during the opening period of the race. The E90s had the advantage under braking, but the Kias and the Speed 3s had the advantage on power and acceleration.

As the track dried, all three of the E90 chassis stayed towards the front of the race. Levine continued to trade spots with the Kias and Mazdas in the lead, while Capestro-Dubets and Rogers fought their own battles on the track. About forty-five minutes into the race, yellows provided the opportunity for the team to swap the drivers. All three cars pitted together, rains were swapped out for slicks, and the closing drivers went out to do battle for the checkered flag. Greg Liefooghe took over the #81 car from David Levine, with Team Owner James Clay piloting the #80 car. Seth Thomas took the reins of the #82 Brakleen car, which was sporting its new livery for the first time at Daytona.

The E90s were great in the rain, and got even better in the dry, with Liefooghe continuing to battle for the lead spot in the ST race, followed by Clay running in sixth, and Seth Thomas moving the Brakleen car up quickly to eighth, with some blazingly quick laps. The Bimmerworld Racing team was beginning to quietly hope for a top ten finish for all three cars.

Unfortunately, as it often goes in racing, things would not turn out as planned. Coming into Turn 1 under heavy braking, Thomas got hit in the

right rear corner by another competitor, breaking the left rear shock mount of the #82 Brakleen car. Thomas limped the E90 back to the pits, and the #82 pit crew jumped on the repair, getting the car back out, but only after going three laps down.

The team of Liefooghe and Levine finished third in a close finish. John Capestro-Dubets and team owner James Clay finished well, in 8th place. Rogers and Thomas, while having a disappointing finish in 31st after the car damage, are hopeful, given the E90's performance in Daytona.

"Certainly we have very capable cars and we are seeing the results of a winter of hard work and development, but our competition is tough and has some highly impressive speed," Clay said. "I had hoped to win the BMW Performance 200 for BMW and we certainly gave it our all. And while we didn't win, we showed that we have the team to do it when the opportunity arises and it will be a good year for the Bimmerworld guys."

The Grand-Am ST season has just begun, but BMW fans should have a great season this year, with competitive cars running in the Bimmerworld Racing stable. Check out the next races at Barber Motorsports Park (March 28-31) and Homestead-Miami Speedway (April 27-28), or watch them delayed on SPEED-TV.

Dan Rogers

The E90s had the advantage under braking, but the Kias and the Speed 3s had the advantage on power and acceleration.

Brakes—Converting Speed Into Heat



OFTEN THOUGHT OF AS JUST A WAY TO SLOW DOWN, brakes are the most powerful system on your track and race car and are also used most often for overtaking your competitors at the end of the straight away. Braking skillfully also happens to be one of the hardest skills to learn and when done correctly will unlock hidden seconds on the track. Here are some tips on selecting the right parts to help you save time and money at the track, and hopefully improve your speed at the same time.

Pad choices

Brake pads are very personal and there are a lot of pads to choose from. I may like one pad compound and you may hate it, or vice versa. One thing is certain, get a true race compound for your brake pads if you can; not a half street and half race pad. They will wear out prematurely, overheat and could fail. You may also be slow. Races are won and lost under braking, so this is a place where you want to be GOOD!

Brake pads come in a lot of different compounds. Some are hard, some are soft, some are for endurance racing and they all have a different ideal operating temperature. On top of that, each one has a different feel, bite, torque curve, and release characteristic. One pad may have great initial bite and great torque (stopping power) but may be very difficult to modulate while threshold braking. So my advice is to try a few different pads until you find one that works for you.

If you have the means, please start collecting front and rear brake pad and disc temperatures data at the track. It can tell you a lot about your braking habits, pad selection and your ducting efficiency. Then you can make some informed decisions on what pads are right for you.

Discs

Brake discs (sometimes called rotors) are a very simple component. Basically they are flat discs of steel that the calipers

push the brake pads against to slow the car. While they are generally simple and very inexpensive, some care does need to be taken to insure long life and proper performance.

One thing that hurts the discs is heat temperature cycles. Temperatures can range from 700-800 degrees and more during braking and 400-500 degrees on long straights. These large temperature deltas can cause heat checks (small cracks) in the discs and eventually the small cracks turn to large cracks. Trying to get the discs to operate at a single consistent temperature is very difficult, so some heat checking is considered normal and par for course.

Do NOT 'turn' or 'true' brake discs on a track car. Use them and throw them away when they are worn or cracking. Better yet, put the worn discs in your recycle bin at home and help save the planet. Typically, after use discs start to wear below the minimum thickness that is specified on the disc and become garbage. There is one exception to the "do not turn discs" rule. Want me to let you in on a speed secret? Shoot me an email.

Fluid

There are a lot of really great DOT 4 fluids to choose from that have great performance in the form of temperature capability and low cost. Brake fluid is interesting in that it is hygroscopic and wants to absorb any moisture that may be in or around the brake system. When

moisture gets into the brake fluid, even in microscopic quantities, it can boil at the extreme temperatures of a racing brake system. If the moisture in the fluid boils it will create air bubbles in the system. Since air compresses much easier than brake fluid, the brake pedal can go to the floor under heavy braking and your race car will not stop. I've been there and done that, and I'll tell you it is not fun.

Brake fluid's performance is measured by its boiling points; both dry (brand new fluid) and wet (old fluid that has absorbed moisture). Typically the higher the boiling points, especially the wet boiling point, the more the fluid costs. Most fluids these days have dry boiling points of 550-600 degrees. Keep in mind that while the brake disc may be running at 800 degrees, the fluid is well below that under normal operation on a race track.

You have a decision to make when selecting fluid. Do you want a fluid that has a really high wet boiling point, but cost substantially more money? Or do you want a fluid that has a moderately high wet boiling point but costs substantially less money. Personally, I go with the later. If you replace your fluid once or twice a season, you will be well protected from boiling the fluid. It is an easy task to do while you are inspecting and keeping tabs on your brake system health. My rule of thumb is when the fluid starts to change to a darker color; it's time to flush it out.

We have had great luck with BMW track and race cars with ATE Type 200 (AKA Racing Super Gold) and ATE Racing Super Blue. FYI, Type 200 and Super Blue are the exact same fluid, but Super Blue has a blue coloring in it. We prefer the Type 200 because it is a light gold color and it's easy to see when the fluid is starting to change color and may need to be flushed. Type 200 is a few cents less expensive too.

You want to learn more about what you can do to improve your high performance BMW, right? Well, send me an email with your questions.

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