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Zündfolge

Official Publication of the BMW Car Club of America Puget Sound Region



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KALENDER

September 28

Board Meeting. Starting time is 6:45 p.m. All members are welcome to attend. Contact the Club President to RSVP and for meeting location. *Board meetings are held on the last Thursday of the month.*

October 6-8

BMW Club at Oktoberfest Northwest 2006!
At the Puyallup Fairgrounds. Enjoy German music and dancing, arts and crafts, authentic cuisine and family activities in the Festhalle Biergarten. (www.OktoberfestNW.com)

October 7

BMW Club Lunch at Oktoberfest.
Puyallup Fairgrounds. See article in this Zündfolge for more information. Please RSVP to Lance Richert at lance@richertnet.com.

October 7/8

Hood River Tour. See article in this Zündfolge for information. Check the Club website message board for updates. Please RSVP and direct any questions to Scott Hieronymus at scottnlaurie2@comcast.net.

October 10

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

October 26

Board Meeting. Starting time is 6:45 p.m. All members are welcome to attend. Contact the Club President to RSVP and for meeting location. *Board meetings are held on the last Thursday of the month.*

November 8

Club video night. Amateur Racing Video Night at Bison Creek Pizza. See article in this Zündfolge for more information.

November 28

Deadline for the January 2007 Zündfolge issue. All submissions must be received by this date. They may be sent to the Zündfolge Editor at lucettalightfoot@msn.com.

November 30

Board Meeting. Starting time is 6:45 p.m. All members are welcome to attend. Contact the Club President to RSVP and for meeting location. *Board meetings are held on the last Thursday of the month.*

Planning Ahead—January 20, 2007

Boris Said Come to the Banquet . . . and enjoy A Night at the Races! Have No Fear; Saturday, January 20, 2007 will be the event of the year. There will be something fun for all of you whether you dream of the winners circle or are happiest in the hot pits. This year's beneficiary is Medic One Foundation. We're excited to help ensure NW emergency personnel continue to have the best training available, keeping us and our drivers safe. Interested in volunteering? We could use help with event set-up, decorations, etc. Do you have an item or service to donate? Please contact Mary Jo Stojak by email at mj@tiggrio.com. Event details and registration information will be provided in the November/December Zündfolge.

FROM THE
EDITOR

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

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BMW Club Lunch at Oktoberfest

October 7

Noon, Saturday, October 7
Puyallup Fairgrounds

Enjoy authentic German cuisine and beverages in the largest Oktoberfest Festhalle Biergarten in Western Washington.

JOIN FELLOW BMW CLUB MEMBERS at noon on Saturday, October 7 to enjoy lunch at this year's Oktoberfest at the Puyallup Fairgrounds. We can enjoy authentic German cuisine and beverages in the largest Oktoberfest Festhalle Biergarten in Western Washington. There will be traditional and contemporary German and Bavarian entertainment on two stages all day long.

In order to plan for the number of tables to reserve for our group, an RSVP to Lance Richert stating how many in your party will be attending is appreciated. You can RSVP to me at Lance@Richertnet.com no later than Thursday October 5. If possible, wear something BMW related to lunch!

The overall event runs from Friday through Sunday, October 6-8. Admission is \$6 with children five and under

free. Parking is free outside of the Blue Gate. Visit www.OktoberfestNW.com for more information, overall hours of operation, and driving directions.

The Club will have an information booth all weekend and I'm looking for volunteers to spend one or two hours at our booth. Volunteers will receive free admission to Oktoberfest NW if you RSVP to

Lance Richert at lance@richertnet.com by September 29.

Last year nearly 15,000 festival attendees enjoyed German music and dancing, 75 arts and crafts booths, authentic cuisine and family activities over the three days of the event.

The Club hopes to see you there!

Lance Richert
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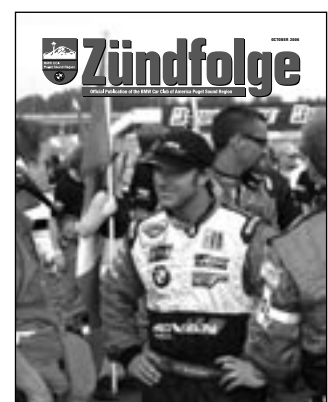
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This month's cover features ALMS (American Le Mans Series) BMW PTG driver Bill Auberlen (center) surrounded by team members at the July 2006 race at Portland International Raceway. Club members, Steve and Brandi Alvine, husband and wife team covered the race for the *Zündfolge* Magazine. To read about the fan friendly race and to see more great photos please turn to the feature story starting on page eight.

Photo by Steve Alvine.



Second Annual Hood River Overnight Tour

October 7 & 8

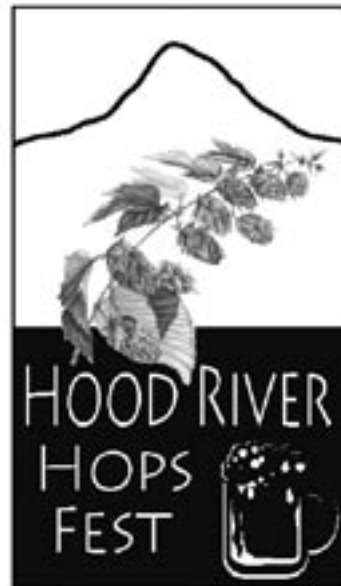
Last reminder for the Hood River Tour.

DAY ONE WILL FIND US on a portion of the Mountain Twisties route, headed down

past Mt. St. Helens to the Columbia, then east to our overnight stop, Hood River.



We should roll into town early enough to enjoy the Hood River Hopfest. On our own for dinner, we'll regroup the next morning for a mini wine tour near Yakima, and lunch at one of the wineries.



We'll return over one of my favorite roads, Highway 410 to Chinook Pass, we'll be back into town late Sunday afternoon.

We had rooms held at the Best Western Hood River Inn until September 15. You will need to make arrangements by calling 541-386-2200, and say you are with the BMW Club to see if rooms are still available.

We'll meet in the parking lot of the Issaquah QFC (1540 Gilman Boulevard) at 8:00 a.m. for donuts and coffee. After a short driver's meeting, we will depart at 8:30. BRING A PICNIC LUNCH!

Please RSVP and direct questions to Scott Hieronymus at scottnlaurie2@comcast.net.

See last month's *Zündfolge* for more details.

Scott Hieronymus

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Video Night – Local Racing In-Car Videos!

November 8

ANOTHER VIDEO NIGHT! This one dedicated to watching in-car videos from some of our local BMW Club road racers! We will be back at Bison Creek Pizza in front of their big screen. Bison Creek Pizza is very car-club friendly.

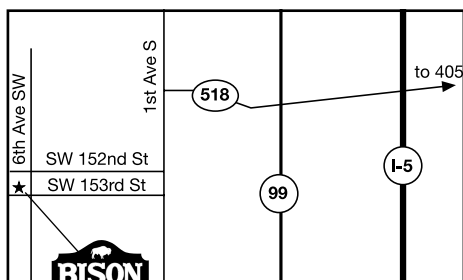
Many of the racers run cameras in their cars, and this year they have captured some outstanding footage from races at Pacific Raceways, Portland International Raceway, Spokane Raceway and Mission Raceway. We'll watch the best five or six laps of each

submission, with the driver there to provide commentary on what they were attempting to do. Sometimes they were successful, sometimes not. Either way it is always fun to watch!

Videos will start around 7 p.m. and run about two hours. Bison Creek Pizza will have their *All You Can Eat Pizza*

and *Salad Bar* going that night. Show up early to get a good spot. An RSVP to me is not required, but would be helpful. There is no cost to attend this event, although you are on your own for food. See you there!

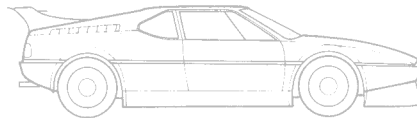
Lance Richert
lance@richertnet.com
425-644-8009



Bison Creek Pizza
630 SW 153rd, Burien
Phone: 206-244-8825



MOTOR SPORTS



Car Control Skills Day, November 5

THE PUGET SOUND REGION provides a comprehensive driver training program designed to help our members enjoy the performance potential of their BMWs in a safe, controlled and structured environment. The first step in participation is our car control skills training day, held at Bremerton Raceway Park twice a year, once in the spring and once in the fall.

First we start with an evening ground school, typically the Thursday beforehand, to introduce you to the ideas we'll be teaching you at Bremerton on Saturday. The skills training day at Bremerton will be comprised of training stations where you will be driving with an instructor in your passenger seat. Each station will offer a chance to see what your car does when pushed beyond the normal envelope. The speeds are kept purposely low so that upsets and spins won't result in damage to your car.

Each station will offer a chance to see what your car does when pushed beyond the normal envelope.

If you're an experienced driver who'd like to work on your car control skills, I encourage you to sign up. I'm going to reserve a group just for experienced drivers to run a somewhat different set of drills planned by Chris Mason. We're also going to set up a pair of autocrosses at the end of day everyone can participate in, so you'll get lots of seat time.

Requirements

- *You must be a Club member.* We also honor PCA, BMW ACA, and BMW CCBC memberships.
- *You must be 18 years old with a valid driver's license.*

- *Tech inspections* are required and must be dated within thirty days of the event. A link to the tech inspection form will be included with your confirmation packet. The form can also be downloaded from the Club web site. A certified technician must perform these inspections. You may use your usual shop or see the Club bulletin board for a list of shops who agreed to perform tech inspection at a special CCA price.
- *Helmets are required.* A Snell 2000 or newer rated helmet must be used. If a helmet is Snell rated it will have a tag inside the liner indicating the Snell year. If you have a question about this, ask your equipment provider.
- *Convertibles* are allowed only if they have fixed rollover protection and 5-point harnesses.

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Addresses and directions for Bremerton will be provided in your confirmation packet. If you're unfamiliar with track days, information about what to bring to the track and how to prepare your car for the day will be provided at the ground school. These events are very enjoyable but also can be fatiguing, so plan to be well rested and bring plenty of water. Your track committee looks forward to meeting you and helping bring about a fun rewarding experience! All you need to do get the ball rolling is to fill out the registration form and mail it in with a check. It can be downloaded from the Chapter website www.bmw-pugetsound.com.

Tom Olsson
dec@bmwpugetsound.com

These events are very enjoyable but also can be fatiguing, so plan to be well rested and bring plenty of water.



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Help Wanted

IF YOU'VE BEEN to one of our schools, you know that it takes quite a few people to keep it running smoothly. I'm always looking for talented people to add to our team, and it's finally dawned on me that things would be a heck of a lot easier if I had someone looking out for us operationally during each track day.

The Job

Operations manager for the Driving Events Committee. Help set up the school at the beginning of that day and work the point during the day. "Working the point" involves letting the cars on and off the track at Turn 8, keeping the school on schedule, and managing the corner workers via radio. He or she will also help break the school down at the end of the day.

Qualifications

Applicants must be at least a B group driver qualified to drive solo. He or she must be very familiar with how our schools operate. We will happily train you on the ins-and-outs of the job. You won't be doing the job yourself until you are ready to.

The Payoff

Free track time! I'll make every effort to give this person a break to get out on the track when they can, free of charge. That said, this person needs to be dedicated to the program, and understand when circumstances won't allow them to go out.

If this sounds like something you are interested in, please send me an email, and let's talk about it.

Tom Olsson
dec@bmwpugetsound.com

2006 Driving Events Calendar

BMW CCA PSR Events:

November

5 Car Control Clinic at Bremerton

Other Events open to CCA Drivers:

October

6 BSCC Lapping Day at Bremerton
10 BMW CCBC School at PIR (Portland)
14 Alfa School at Pacific Raceways
22 PCA School at Pacific Raceway
28-29 Inland Empire Chapter School in Spokane
29 Alfa Skills Day at Bremerton

November

4 PCA Skills Day at Bremerton
4-5 Golden Gate Chapter School at Infineon Raceway
19 BMW CCBC Winter Skills Clinic at Pitt Meadows Airport

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ALMS is Fan Friendly

By Brandi Alvine

ONE OF THE THINGS I like most about the ALMS (American Le Mans Series) is how fan-friendly they have made attending the races in person. It is way more fun live than it is on TV. During my trip to the Portland race this year, these are just a few of the ways I thought the series went above and beyond in making it an enjoyable day for big kids and little kids alike.

Grid Kids is a program that raises money for the Salvation Army, the official charity of the ALMS. For kids who participate in activities at The Salvation Army, the red carpet is rolled out and the kids are given the full VIP treatment. The kids get to come to the race track for the day, watch the races, see the behind the scenes in the pit areas, check out the cars up close, and also have the opportunity to meet several of the drivers. Each of the kids is given a t-shirt

and collects as many autographs throughout the day as they can. Bill Auberlen was spotted filling his water

bottle outside his trailer in the afternoon and these three kids got some small group interaction with him.



Bill Auberlen signs the t-shirt of one of the Grid Kids.

Right after lunch there is an autograph session with all the drivers. If you are willing to wait in the crowd, you should be able to get the autograph of your favorite driver. How cool to have the opportunity to walk up and speak with your favorite driver you normally only see on SPEED giving interviews?



Former F1 star Mika Salo was on hand during an autograph session.



Fans swarm the pre-grid during the opening ceremonies.

When they announced after the formation lap before the ALMS race that they would be opening the race track for the fans to come down, I was thinking there was no way that meant everyone was going to be able to walk around the cars and drivers right before the race. But that is exactly what they meant. The drivers rolled their cars to a stop and then started climbing out of their cars. It was a sweltering hot day in Portland, so they

were quick to get their helmets off too.

Then they let the fans swarm down around them. Cameras were ripping off pictures left and right. You were close enough to touch the cars, although of course everyone was on their best behavior and did not. I couldn't get over how friendly the drivers were right before they were going to work. Even though I'm sure their adrenaline was

starting to surge, they were nice enough to pose for pictures and talk to their fans. Joey Hand was so hot that he sought refuge in the shade of the concrete barrier on the outside of the track and took a load off. One of his young fans noticed and had the opportunity to sit down beside him and ask him some speed secrets.

The paddock pass is worth the extra cash. Talk about being close to the action! And guess what the drivers

who finish their stint do during their down time? Well, on TV they are giving interview and icing their feet. But what we saw was the drivers watching the race along with their team, family and friends.

After having a pass to all this access, you were no longer cheering for your favorite driver. It felt like you were rooting for your friend. And I was thrilled to see Bill and Joey finish on the podium!



Joey Hand spends a little time with a young fan prior to the race.



Bill Auberlen, and team members, watching the race from the pits.



Bill Auberlen and Joey Hand celebrate a hard earned third place class finish.

Photos by Steve Alvine.



American LE MANS Series



Bill Auberlin celebrates his podium finish.



Joey also does some modeling.



Olivier Beretta tries to get a little relief from Portland's heat.



The Star Mazda Series always brings a great show with close racing of eager drivers.



Straightening the curves the only way they know how . . .



Timo Bernhard gets a little shade while the crew makes adjustments during Friday qualifying.



The higher top speeds of the prototype cars provide for plenty of passing action. This photo was taken when an M3 was behind and an Audi was ahead, but both out of the camera's view.



Guy Smith pilots the #20 Dyson prototype through PIR's Turn 12.



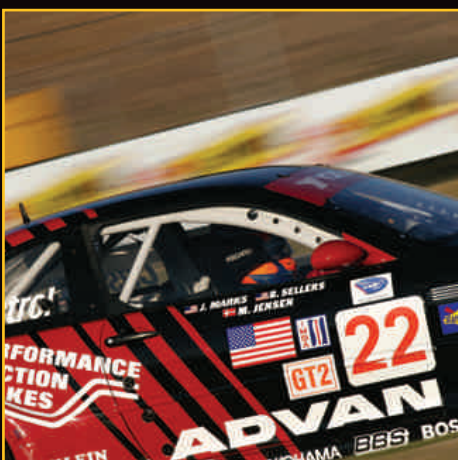
Team Autocons Chris McMurry prepares to attack Portland's back straight.



Wolf Henzler proceeds through the Festival Curves as the sun starts to set on PIR.



The #22 M3 negotiates the back-section of PIR with a Penske Porsche in close pursuit.



Lucas Luhr working out the kinks during Friday practice.



Your Car is Ready . . .

THE FOUR BEST WORDS you can hear from your dealer are "Your car is ready." I have had my share of BMWs in the shop for varied reasons. Most of the time I can't wait to get them back so I can drive them. There have been occasions when I don't need them right away because of vacations or other activities but for the most part I want them back as soon as possible.

They say you need to meet your dealer's service manager; I not only have met him, he and all his cohorts know me by my first name. They know what kind of oil I prefer, what I do for a living, I think they may even have a lien on my first born. They know all my cars and are a great source of information.

I hear horror stories all the time about dealers and how someone got shafted. In my experience this is due to miscommunication and misunderstandings. Now you have to be thinking that I must work for a car dealership. I don't. I am an IT guy by trade and a car freak by nature.

Getting a big car bill can be like having a nice meal at an upscale restaurant: you order a few drinks and have an appetizer or two, then the bill comes and you are shocked at the price of dinner. Maybe they should make you pay before you eat, while you are still hungry, so you can justify the cost of the meal and its accoutrements.

The best way to make sure you and your dealer are on the same page is to be sure you and the service manager are at a complete understanding of the work and the outcome of the work that needs to be done on your BMW. Have a good understanding of the parts being replaced and all costs that are included.

Most people just drop their car off and discuss what its symptoms are and leave it at that. Don't be afraid to ask to talk with a technician concerning your issue: generally they have a pretty good idea of what it could be. Now be careful here, remember the technician is just making a guess at this point which gives you a general idea of the issue. When he gets into it could be something completely different.

Generally speaking the technician is correct, although once knee deep into the problem other issues may arise that either caused the problem or will defer it from happening again. This of course can cost more money. Make sure your service manager is aware any additional work beyond what has been discussed has to be made clear by a phone call before continuing to throw parts or labor at the problem.

Now, having said all this, there can still be issues that arise. For example my wife has a Ford F-150. (I have been married for twenty-one years and have stopped trying to make sense of what she wants; instead I just make sure she gets it.)

The dealer we bought her truck from has been derelict in ordering parts for months at a time, has been impossible to get answers from, and over all a real disappointment. Fortunately I found another Ford dealer in a township very close, and have been nothing but

pleased with their service and care of the vehicle.

Unfortunately some of us don't have multiple BMW dealers to choose from. I have found if a problem that arises and does not get solved to my satisfaction, writing a letter to the owner of the dealership can work wonders.

The reason this is heavy on my mind is because I just got my 535i out of the shop. They cut some rust from a spot near the shock tower and repaired it beautifully; also they replaced a broken differential mount. I had just been enjoying it for a few days; I came out of the barber shop and BAM! It will not start. I spent almost two hours under the hood to no avail. So I had it towed to the dealer, where everybody who works there says "here comes Dave's 5er."

So here I am waiting on this beautiful morning for the phone to ring and hear those four wonderful words "Your car is ready."

Dave Cook

davecook@liv2drv.net

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E30	3 series	84-91	Mike Ellis	253-230-2719	ss337@comcast.net http://autos.groups.yahoo.com/ group/bmw30nw/
E31	8 series	91-97	David Clary	425-489-4556	d.clary@verizon.net autos.groups.yahoo.com/group/ northwest8s/
E34	5 series	88-95	Mark Ditlefsen	360-692-9181	m_ditlefsen@peoplepc.com
E36	3 series	92-99	Kim Burgess	206-542-7007	kim.burgess@att.net
E36/8	Mcoupe/Z3coupe	99-02	Doug Mill	425-747-0934	y2kmcoupe@aol.com
E38	7 series	95-01	Matthew Mar	206-760-9612	info@seattle7s.com
E39	5 series/M5	97-03	Matt Atkins		matkins@seattle5s.com
E46	3 series	99-Present	Mike Pei		e46sig.psr@gmail.com
E50	Mini Cooper/Cooper S	02-Present	David Lightfoot	206-284-3165	d.lightfoot@comcast.net
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SOME THINGS JUST DON'T LAST. We have many wear items on our BMWs and other parts we expect to last a very long time. As I've mentioned earlier in my writings about returning the 2002ti to full road service, I worried about the original differential that has over 433,000 miles on it. It has too much play and some noise so I'm replacing it. As the 2002 is a very early 1969 it has a long neck differential, rather than the much more common short neck style which was phased into production in mid '69. Many years ago, I added a limited slip carrier to aid in the art of autocross. It was set up as best as we could and did last for over twenty years. In order to change to the later style differential, I need to change the entire subframe, reusing the trailing arms and brakes. I am going to a E21 320is 3.91 limited slip. I had to get one from California as they are becoming rarer here. The 320 differential is about a half inch narrower than a 2002 differential. The case is the same, the output flanges are narrower. There are several ways to make

I'm quickly running out of delayed maintenance items on the car and I'm looking forward to getting the last of the body work done.

this up. Spacers are available that make up the difference. Special half shafts made up of a mix of 320 and 2002 CV joints are needed with the spacers as the 320 differential uses larger bolts. The 1975/76 2002 differential's output flanges fit the 320 differential and make up the half inch difference and allow the normal 2002 half shafts. The output flanges need a groove machined into them for the circlip retainers of the 320i differential. I have a 1975 differential to salvage them from, along with the finned back cover that adds some additional amount of fluid capacity. I have to get a different shortened 2002 driveshaft for the five speed conversion as the long neck will not work. I elected to get a rebuilt from Ireland Engineering as they were the best deal.

I removed the whole subframe as a unit. On the 2002 it is a matter of undoing

the parking brake lines, the brake lines, the shocks and disconnecting the driveshaft. Four nuts later the unit comes down. This way I can swap out the necessary items off of the car. I'm replacing the trailing arm bushings with urethane to match the front and that will complete a total bushing rebuild on the car. I plan to reinstall the subframe as an assembly in order to spend less time on my back.

The 2002ti sits on some new 15X7 Kosei K1 racing wheels with 205/50/15 Bridgestones SO3's that were a great closeout deal I couldn't pass up. The wheels have a 27mm offset and fit nicely under the fenders without flares. I needed to gently massage the front fender lips slightly but they clear under loaded turns. The wheels and tires sure fill out the wheel wells nicely! The grip is incredible and they look really great too. I originally thought the

wheels would require the turbo flares but that isn't the case, so I bartered the flares for a short neck subframe and core driveshaft. I got a great deal on the flares so the barter worked out well. The tires are slightly taller than the 205/60/13's that came off and the 3.91 gearing is 5% taller than the 4.10 I used for 34 years, so at some point I will need to have the speedometer recalibrated for these changes. I will lose a little acceleration but I will gain a lot of low end grip that would otherwise go up in wheel spin.

I rebuilt the front calipers as they were a bit sticky from the lack of use over the last two years. I made sure to paint them real nice to show off the big brakes behind the new wheels. I'm quickly running out of delayed maintenance items on the car and I'm looking forward to getting the last of the body work done. I found some fabric paint to change the blue Recaro's to black and have plans for completing the back seat removal. I have found working on the 2002 to be more enjoyable when I don't have to worry about finishing it up to drive to work.

PATRICK MILLER

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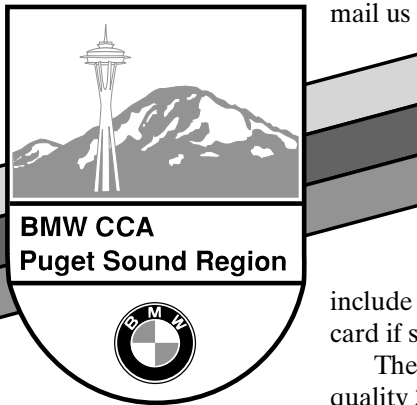
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Invitation to Drive at PIR

BMW CAR CLUB OF BC AND DRIVING UNLIMITED are again hosting a day at Portland International. Open to qualified BMW CCA PSR members who have completed a High-Performance Driving School with the BMW CCA PSR. We have a limited number of spots still open for this event. Price for the day is \$340 CDN. We limit the program to a total of 24 cars, so you get lots of time on the track. Driving Unlimited is a professional driver training and instruction company; they provide their services to a wide variety of clients in Canada and the U.S.

To register or for more information, check the BMW Car Club of BC web site at: www.bmwccbc.org/schools. We have on-line secure payment and registration option.

Note: this event may be full before the October Zündfolge reaches you. Please contact the BMW CCBC directly to see if they still have openings for the event.



BMW Seattle

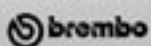
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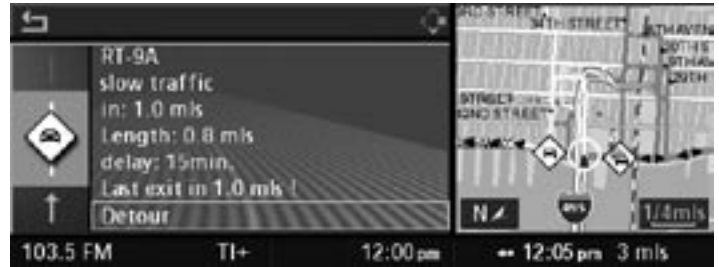
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Underscoring its commitment to delivering industry-leading service, technology, and innovation, BMW announced the availability of Real Time Traffic Information (RTTI). This new premium service feature will offer timely traffic information and for the first time on any production vehicle sold in the United States, dynamic rerouting on navigation systems in select 2007 BMW models, ie. the X5, M5, M6, and the 3, 5, and 6 Series models. Set to launch this September, RTTI represents the company's latest addition to its list of premium consumer features and benefits.

"As an independent company deeply rooted in innovation, we are extremely excited to add RTTI to our robust suite of offerings," said Alan Harris, Vice President of Aftersales for BMW of North America. "At no recurring cost to the customer, RTTI transforms the navigation system from an option that is mainly used only when customers are lost or going to an unknown destination, to a daily benefit that helps them reach their destinations more

efficiently and effortlessly than ever before. We will continue to seek groundbreaking ideas, technologies and features that give drivers peace of mind and improve the daily driving experience."

Unlike other automobile manufacturers that charge a recurring monthly fee for RTTI, or require customers to pay for an additional satellite radio service, BMW has included RTTI as part of the cost of the navigation system for select 2007 BMW models. There are no activation fees or recurring monthly charges to BMW customers for four years.

BMW's new RTTI service will be available in as many as 44 major metropolitan markets through Clear Channel's Total Traffic Network, Clear Channel Radio's award-winning programming and technology service that delivers Real Time Traffic Information directly to vehicles over its extensive network of FM radio stations.

With the help of Clear Channel's broadcast network, customers no longer have to search for traffic reports on radio stations

to be in-the-know about traffic situations. Up-to-date traffic information is compiled from a variety of sources including FM radio stations, highway-embedded sensors, video monitors on bridges and roadways, and local traffic monitoring centers. Traffic data is then streamed to a dedicated tuner in the car's radio and transferred directly to the navigation system. So customers can receive traffic updates from a variety of stations, 24 hours a day, seven days a week-even when the radio is turned off or when the customer is listening to other entertainment sources such as a CD or iPod. The navigation system calculates the best route considering the traffic incidents and potential delays. In addition to alerting the driver to where the traffic is, if the delay is calculated to be more than five minutes then the navigation system will offer alternative routes around the congestion, either automatically or at the choice of the driver.

BMW Press



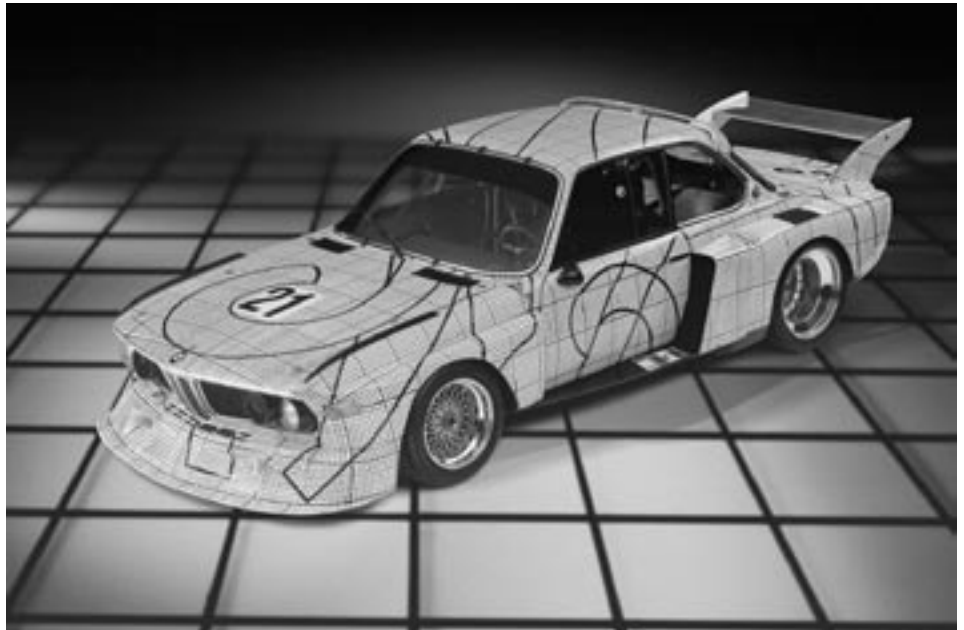
THE BMW ART CAR WORLD TOUR KICKS OFF IN KUALA LUMPUR

Malaysia is the first station for the international museum exhibiton about "rolling sculptures".

On September 14, 2006, the unique BMW Art Car Collection will start its world tour through international museums worldwide. BMW cars designed by artists like Frank Stella (1976), Roy Lichtenstein (1977), Andy Warhol (1979), and Ken Done (1989) will be presented in the Gallery Petronas in Kuala Lumpur / Malaysia from September 14 until October 22, 2006.

Afterwards the "rolling sculptures" will travel to Singapore, to the Philip-pines in the Ayala Museum of Manila and the Artsonje Museum in Seoul, Korea. The travel will continue to the Art Gallery New South Wales in Sydney, Australia and the Te Papa Museum Auckland of New Zealand, before India's capital Delhi will firstly be the last stop for Done, Lichtenstein, Stella and Warhol.

In a parallel tour the BMW Art Cars of Alexander Calder (1975), Matazo Kayama (1990), David Hockney (1995), and Jenny Holzer (1999) will be exhibited throughout Taiwan, China, Russia and Africa. Stops are the National Taiwan Museum of Fine Arts in Taichung, the Museum of Contemporary Art in Shanghai, the Long March Space in



Frank Stella Art Car, 1976 – BMW 3.0 CSL



Ray Lichtenstein Art Car, 1977 – BMW 320i Group 5 Racing Version

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Beijing, the La Villa des Arts in Casablanca as well as the Central Exhibition Hall Manege in Moscow.

Subsequent to these tours through Malaysia, Australia, New Zealand, Taiwan, the Philippines, Korea, China, Africa, Russia and India the treasures of the BMW Art Car Collection will be exhibited between 2007 and 2010 in museums in Turkey and the US before they return to Europe. France, Spain and Portugal have started close cooperations with museums.

The BMW Art Car Collection

Since 1975, outstanding artists from all over the world have been designing the BMW automobiles of their era. The fifteen exhibits which have thus far been presented in the BMW Art Car Collection include works by well-known artists such as Frank Stella, Roy Lichtenstein, Andy Warhol, A.R. Penck, David Hockney and Jenny Holzer. The Art Cars reflect the developments in art history with regard to fine art, design and technology and are displayed worldwide in major museums such as the Paris Louvre, the Royal Academy in London, the New York Whitney Museum of Modern Art, Venice's Palazzo Grassi, Sydney's Powerhouse Museum and the Guggenheim Museums of New York and Bilbao. In the future, too, Art Cars will document the fascinating link between art and technology in international exhibitions.

BMW Press



Andy Warhol Art Car, 1979—BMW M1 Group 4 Racing Version



Ker Done Art Car, 1989—BMW M3 Group A Racing Version

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1982 633: E24 Coupe. Very nice original example, 93,000 miles, no rust, car has been in Yakima last twenty years. Red chestnut metallic with tan interior, very stunning color combination. Undercoated, 15" BBS wheels with RE71 Bridgestone tires, Bilsteins, spin on oil filter, Amsoil last 17 years, sun roof, blows cold air, very nice solid example of 6 Series cars. Full garage and shop forces consideration to sell. \$7,850. Contact Greg Thomas at 509-965-2890 (h) or 509-969-0683 (c) or email gthomas@simsmfg.com for pictures.

1979 Classic Euro 635csi: Metallic Graphite with Black Leather. Excellent condition and no known mechanical problems. No recurrent maintenance due. Has five speed overdrive tranny and a short list of new parts and minor modifications. Call/email for details and photos. About 125,000 miles but speedo in original kph/km's. Second owner for 21 years; imported legally in 1986. All synthetic lubes since then and with no leaks. Can easily be a daily driver. Selling "Fritz" only because I have more cars than garages! \$9,000. Contact Nick Yotz at 360-825-0720 or clipper123pa@earthlink.net.

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Wheels: Four OEM Star spoke (style 45) BMW alloy wheels from E46 with Bridgestone Blizzak tires (205/55/16). \$800 OBO. Located in Eugene, OR. Contact Bob 541-344-0920 or 541-419-0435 or bobpressprich@hotmail.com.

Tires: Four Michelin Pilot Alpin snow tires 235/40/18 about 1,500 miles, look new. \$400/best offer. Call Rich at 425-836-8117 or email at richroller@msn.com.

Wheels and Tires: Four Rondell #58 wheels, off a 2006 530i, 17 x 8.5 shod with Pirelli P-Zero Nero M+S very quiet, responsive tires (Tire Rack best pick). About 3,000 miles on both. Cost ~\$1,500 will sell for \$500. Call Rich at 425-836-8117 or email at richroller@msn.com.

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October 10: Nov/Dec 2006 Issue
November 28: January 2007 Issue

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