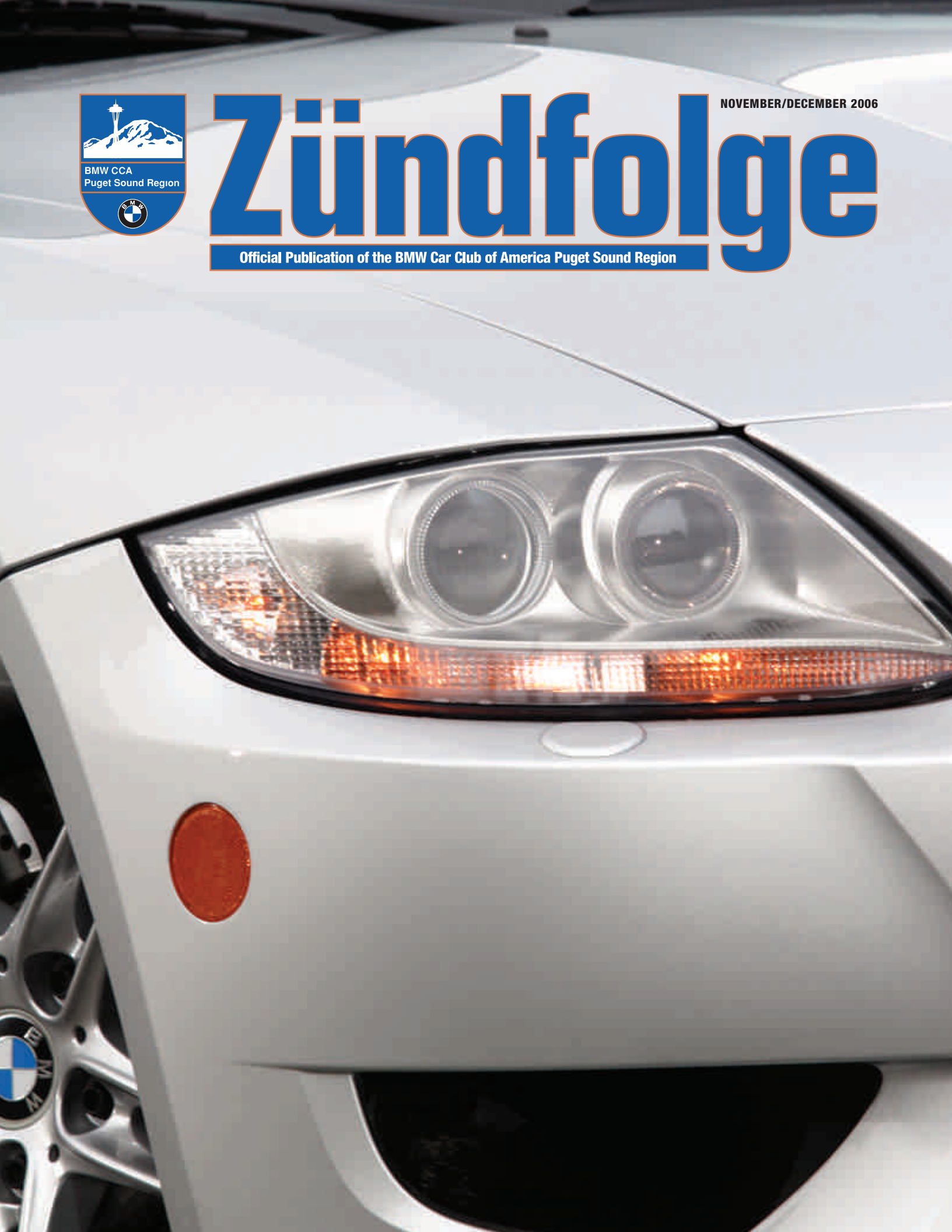




NOVEMBER/DECEMBER 2006

Zündfolge

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



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November/December 2006

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Club Website

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Zündfolge Staff

Editor-In-Chief

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

Production Editor

Alan James

Columnists

Dave Cook
Greg Mierz
Denny Organ
J. Sage Schreiner

Display Advertising

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

Photographer & Photo Editor

Duane Montagne

National Office

BMW CCA National Office
1-800-878-9292
640 South Main Street, #201
Greenville, SC 29601
Phone: 864-250-0022
Fax: 864-250-0038
Email: bmwclub@aol.com

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Change of Address

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Contact the BMW CCA

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Portland ACA Club

BMW ACA Portland Office
P.O. Box 3491
Portland, OR 97208
Phone: 503-675-9937

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Boilerplate

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Paulette Eickman 206.283.1423.

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KALENDER

November 8

Club video night. Amateur Racing Video Night at Bison Creek Pizza. See article in the October *Zündfolge* for more details or contact Lance Richert 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.

December 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.

PLANNING AHEAD

January 2, 2007

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

January 20, 2007

Come to the Banquet . . . and Enjoy A Night at the Races with Boris Said! 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.

March 22-25, 2007

TechFest is a technical symposium, this year to be held in Tacoma, WA. TechFest is BMW CCA's national symposium on automotive technical issues relating to the operation, maintenance, modification, restoration, and enjoyment of BMW vehicles. Board member, Mike Ellis is our contact for this event. More details will follow in an upcoming *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 bmwclub@aol.com.
- The *Zündfolge* staff is always looking for volunteers. If you want to help contact the editor.

BOARD OF DIRECTORS

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

President

Rick Gulstrom
425-644-1446 (w)
rick@gmsarch.com

Vice President

Alan James
206-300-9314 (h)
alan.james@comcast.net

Secretary

Evie Falkin
206-940-0901 (c)
eviebmw@hotmail.com

Treasurer

David Lightfoot
425-881-5072 (h)
d.lightfoot@comcast.net

Banquet Coordinator

Mary Jo Stojak
206-321-7783
mj@tiggrio.com

Concours Coordinator

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

Membership Coordinator

Lynne Eskil
206-403-1521 (c)
lynne.d.eskil@boeing.com

Past President

Tom Cox
425-823-5048 (h/w/f)
tc Cox@foxinternet.net

Risk Management

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

Roster Manager

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

SIG Coordinator

Mike Ellis
ss337@comcast.net

Tech Events Coordinator

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

Tour Coordinator

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

Track Chief Driving

Instructor
Walt Conley
425-271-1246
cdi@bmwpugetsound.com

Track Event Coordinator

Tom Olsson
206-890-8616 (c)
dec@bmwpugetsound.com

Web Site Coordinator

Dale Beuning
206-734-6951 (c)
dale@unofficialbmw.com

Zündfolge Advertising

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

Zündfolge Editor

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

CCA Pacific Region VP

Eddy Funahashi
559-583-6768 (w)
559-582-2731 (h)
funa@cnetech.net



Annual Banquet Coming Soon

January 20, 2006

DEAR FELLOW CLUB MEMBER,
You are cordially invited to join the festivities of our annual banquet and auction scheduled for Saturday January 20, 2007. We extend this invitation to other BMW clubs (Portland, Spokane and Vancouver, B.C.) and Special Interest Groups.

Tables seat eight people, so start identifying your party mates and plan to join us for *A Night at the Races!* There will be something fun for all of you whether you dream of the winners circle or are happiest in the hot pits.

Mark your calendars now, we're going to have a fun time. I hope to see you all at the 2007 Banquet!

Sincerely,
Mary Jo Stojak

REGISTRATION

Register online or by mail. Visit www.bmwpugetsound.com/banquet2007.html to register online or fill out the form below and mail it in. The mail-in registration deadline is January 14. In addition to connecting with old friends, meeting new friends and having a great time, your registration fee includes a three course dinner service and a commemorative gift.

Early registration: \$40

Through January 3, 2007

Registration: \$50

Received January 4-17

Late registration: \$55

Received January 17-20

This \$55 fee accepted only through the internet.

DATE AND TIME

The banquet will be Saturday, January 20, 2007.

SCHEDULE

- 5:30 Silent Auction Begins
- 6:00 First Auction Closing
- 6:15 Second Auction Closing
- 6:30 Final Auction Closing
- 6:45 Dinner Begins
- 7:25 Announcements
- 7:35 Live Auction & Dessert
- 8:30 Program
- 9:30 Check-out

PLACE

The event will be hosted at the Bellevue Red Lion. The Red Lion is located on 11211 Main Street between 405 and 114th St in Bellevue. Parking is free and immediately available outside the banquet room entrance. Look for the tents and race cars and park anywhere that isn't roped off.

For those of you wishing to enjoy the evening without worrying about the drive home, the Red Lion is offering a discounted rate of \$109. This includes a free breakfast buffet Sunday morning and free wireless Internet service. All rooms were renovated in May. Please contact Kim Polanco (Kim.Polanco@redlion.com or 425.698.4404) to make your reservation.

Cocktails, wine and beer will be available at no-host bar until check-out.

GUEST SPEAKER

Our guest speaker is BMW racer Boris Said (see article on page four for details).



Nextel Cup car driven by Boris Said.

DRESS CODE

You are welcome to dress up or come casual. The evening is for celebrating our BMW racers and the BMW driving spirit in all of us.

VOLUNTEER OPPORTUNITIES

Can't get enough of tricking out your car? Come help us transform the Red Lion ballroom into a magical venue where everyone is a winner. Friends say you're the life of the party? Join our registration team, and meet and greet new and familiar Club friends. Love the feel of cash in your hands? Be a part of our stellar auction-express checkout team and collect payment for all the auction goodies purchased. None of the above describes you and you want to help? Everyone can play! Contact Zena Bartusch (zbartusch@comcast.net) for more information.

2007 Annual Banquet Mail-in Registration Form

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FINAL DEADLINE FOR MAIL-IN REGISTRATION IS 1/14/07. (Must be received by this date.) Registration after the 14th must be done online. Thank you for your cooperation.

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Checks payable to BMW CCA, Puget Sound Region.

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What is the main draw for you to attend the banquet? (select one)

☐ Social ☐ Auction/Charity ☐ Program

Mail to Mary Jo Stojak, 5644 36th Ave SW, Seattle, WA 98126.



This month's cover features the new Z4 M Coupe which would make a wonderful holiday gift for that special BMW person in your life. While you can only see a portion of the car, we thought this photo taken by Club member, Steve Alvine, shows some of the distinct lines on the car. See the center spread for other great holiday gift ideas for yourself or your special BMW fan!

Photo by Steve Alvine using a Canon 20D digital camera, 24-70mm f/2.8 lens and two 550EX flashes. The Z4 M Coupe in the photograph was provided by Bellevue BMW.



Who Said? Boris Said!

OUR SPEAKER for the Club's annual banquet and auction is race driver Boris Said. Boris is one of America's most versatile drivers. His BMW connection is his long history as a factory driver for Prototype Technology Group in M3s.

Boris was born in 1962 in Connecticut but now calls Carlsbad, California home. Although Boris's dad was a racer, Boris didn't start racing until he was twenty-five; somewhat late for starting a career.

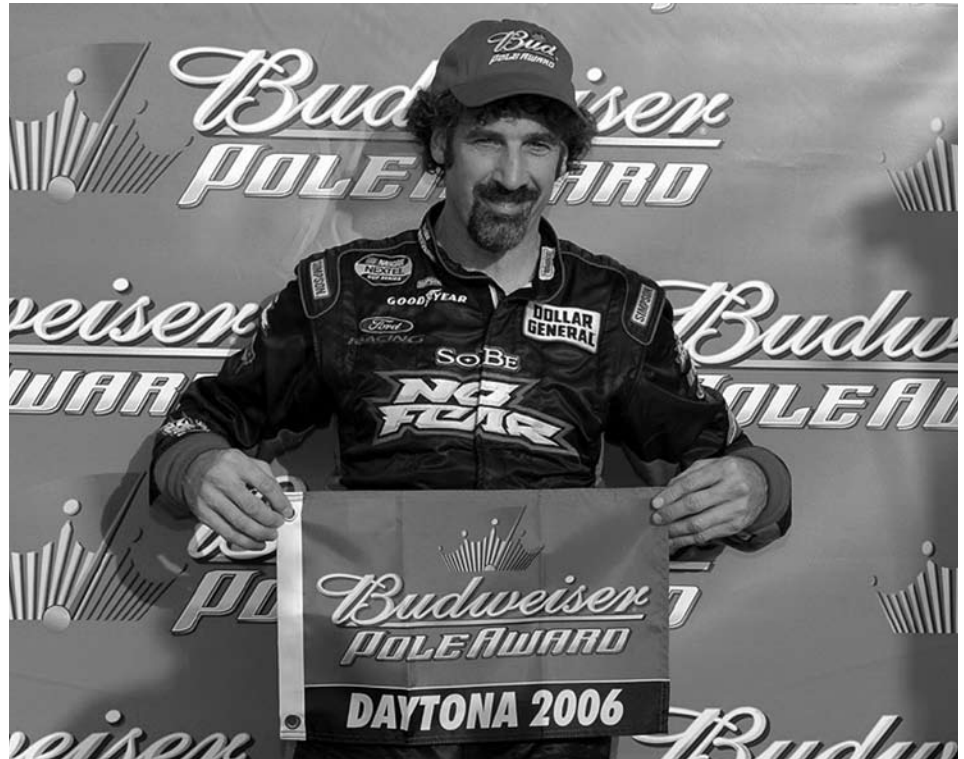
Boris had opened a motorcycle store in 1983 and was consumed by two-wheelers. In 1985 he attended the Detroit Grand Prix and the course of his life was changed. Veteran road racer Bob Sharp, had a shop near Boris's motorcycle store and was generous with advice. Boris attended the Skip Barber School as his introduction to racing.

In 1987 Boris started racing a Showroom Stock GT Mustang. The following year he ran a self-crewed Corvette and won Rookie of the Year honors. With the Corvette, he won the SCCA Showroom Stock GT National Championship in 1989, 1990 and 1991. In 1992, Boris stepped up to IMSA Endurance Challenge Sports and won another championship.

That gave Boris four championships in four years. But Boris claims he has never really pursued championships. "My career has been a bit unique in that I never really ran for championships. I raced whatever I could race. It could have been eight or ten different cars in different series. I am not hung up on winning championships. For the last four or five years, I have been doing at least forty races a year, all over the world."

In 1993 and 1994, Boris drove Reeves Callaway's Corvette in Europe, and continued to look for other opportunities to drive.

In 1995, Tom Milner hired Boris as a driver for the then-new BMW M3 IMSA program. Later, one of his co-drivers at PTG was the legendary Hans Stuck. Boris and Hans were teamed because of their similar heights. They became fast friends and Boris now considers Hans a brother. Boris has continued his affiliation with PTG ever since, and while he hasn't driven the full calendar with PTG the last couple of years, he maintains the connection. In fact, he



drove the PTG M3 at the Petit Le Mans in September, 2006.

While Boris is a legitimate star in sports car racing, in the late 1990s he began to participate in NASCAR. At first he was a "hired gun" specializing in road courses. He also coached many of the drivers unaccustomed to turning right.

Boris is one of the few drivers to win pole position in all three NASCAR series: Craftsman Truck, Busch Grand National and Nextel Cup. In July, Boris got the attention of NASCAR regulars by qualifying on the pole for the Pepsi 400 at Daytona, an oval course. He led the race for a period and ended up fourth. This has elevated his standing considerably. He is currently trying to put together a full-time Nextel Cup ride for 2007.

Although racing is Boris's full time job, he also is the Director of Motorsports for No Fear, a position he has held since 1990.

Besides his racing prowess, Boris is almost as well known for his blunt honesty and outspokenness. There is never a question about where Boris stands on a matter. If YOU want to ask him a question, be there January 20, 2007.

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Although the Medic One tax levy provides the financial resources to put men and women in Medic One trucks and to put the trucks on the street, taxes do not support training for paramedics, advanced research to develop new methods of emergency care, and independent medical oversight to improve survival rates and patient outcomes. All auction proceeds will go directly to Medic One for the continued training of local paramedics.

Supported entirely through charitable contributions, the Foundation's programs ensure that Medic One paramedics will do precisely what a well-trained doctor would do at the scene of a life-or-death emergency. They have just six minutes to make a difference in a life or death emergency. Your auction donation and/or purchase will help provide the critical programs that prepare these paramedics

for any emergency. When six minutes can mean the difference between life and death, training, research and medical oversight count. It's a matter of life.

DONATE A GOOD OR SERVICE TO THE AUCTION!

Success of the auction relies on Club members like you stepping up with a donation of goods or services to be auctioned. Please contact Lance Richert at Lance@Richertnet.com or 425-443-2188 if you would like to provide a donation.

Bid on the Donated Items!

WE ENCOURAGE YOU TO ATTEND *A Night at the Races* and enjoy bidding on a wide range of fun and useful items donated by local businesses and Club members. So far we have received contributions from the following companies: we thank them wholeheartedly for their support!

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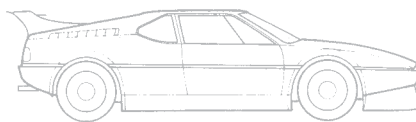
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MOTOR SPORTS



YEAR IN REVIEW

IT'S HARD TO BELIEVE our driving season is already over! Admittedly we've had a pretty strange one this year. We only had three days at our favorite track, and two of those were REALLY early in the year. Considering that, I took some chances and tried a few new things.

First, we've teamed up with ProFormance to offer a couple of exclusive mid-week advanced schools. These have proven very popular, and Don and I are already planning to do more next year. We also tried offering a school in Spokane. I have to thank the Inland Empire Chapter again for helping out so much in this absolutely fantastic weekend. Not too people many came, but the weather was beautiful, and those who went got a ton of track time. I think the buzz word for 2006 needed to be flexibility, and it will still need to be the same in 2007. Our home track is getting

Walt has worked so many years as our CDI that we aren't quite sure when he started! His contribution to our Club has been simply invaluable.

increasingly popular, so unfortunately we have to share it with more users. I've worked very hard to continue a great relationship with Pacific Raceways, so I hope that pays off with some choice dates for next year. I honestly have no idea what track dates we'll get at this point, but stay tuned. I should have the scoop in next month's *Zündfolge*.

Thank you Walt!

With a heavy heart I have to announce that our Chief Driving Instructor Walt Conley has decided to step down. Walt has worked so many years as our CDI

that we aren't quite sure when he started! His contribution to our Club has been simply invaluable. One of the secrets to our program's success is the fact there have been a few key people who really have a passion for the sport and have put countless hours and much energy into making our program the best we can make it. Walt is certainly on the top of that list, and there's no way this program would be as good as it is without Walt's gentle direction. Even though I'm the guy most of you know, Walt has been the driving force behind our *product*—what we teach and how

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we teach it. So thanks Walt! It's truly been a pleasure over the past few years. The whole Chapter really appreciates everything you've done for us. There are a couple of pieces of good news too. Number one, Walt isn't going far. He's just going to take one step back to what's really fun—teaching! Number two, we've found a very talented replacement in Karl Seeger, one of our senior instructors. I can't wait to see what Karl has in store for us.

On to Next Year

So on to next year! Once again, we're headed into a period of change. I'm excited to see what the new season holds for us. If it's anything like last year, the off-season won't be very long, so get out into the garage, get cracking on that list of things you need to do to the car, and order your new set of tires and brake pads soon!

Tom Olsson
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A Day at the Races

WHEN TOM OLSSON made the announcement that IRDC could use a few volunteers for an upcoming race weekend, it seemed like a fun thing to do. Evie Falkin and I, with a free weekend on our hands, jumped in feet first. What a great decision that was to become. We were to discover there is a whole group of people out there, who, if it were not for their dedication and love of the game, our track days and race weekends would not take place.

Early Saturday morning we joined the track workers meeting near the "kink" at Pacific Raceways. I had no idea there was an organization of track workers doing this on a regular basis, going weekend to weekend up and down the Pacific coast to partake in their passion for fast cars and racing. We were assigned to the team of Bonnie Healy and Richard Norrish. Bonnie has been doing this for many years while Richard was fairly new to the group. Our station for the weekend was Turn 2, which we found was considered to be the toughest of the nine.

Arriving at our station we had thirty minutes to set up and go through training before the first cars were released. Little did I know what it involves doing all this volunteer work. Bonnie, our leader, has the only head set for communications from the tower. She in turn relays what is taking place around the track to her team, either verbally or by hand signal. Everyone knows nearly instantly when there is an incident, who is involved, and what they did. For first timers such as Evie and I, there were scant few minutes to learn the hand signals, the flagging rules, and what to do in an emergency. The emergency one was going to be a winner. Someone has to run quickly to the crash and save the driver. At my age, I figured I was about ten minutes from the nearest disaster. Fortunately we had a young guy who could run to anything in our area of control.

Lesson one. If a member of the team suddenly throws themselves madly on the ground behind the concrete barrier, don't ask why. Just make sure you're the second person throwing yourself madly on the ground next to them. Next, don't wave, lift, flap or play with any flags during a race. This can really mess up things out there. Don't even show up wearing anything other than white clothing. People taking turn two at Mach 1 don't have much time to determine if he just saw a black flag or some Raider fan advertising his favorite team.

So here we are, we've been trained and it's time for the first group of cars. We work in a rotation. Blue flag faces oncoming traffic, yellow flag faces away watching the turn and Bonnie does her thing with the headset. Turn workers make no decisions on red or black flags—that comes from the starter. We use only blue, yellow and white at the turns. Rotation was blue, yellow and then take a break. Taking a break was my specialty. Yellow flag was a piece of cake. But the blue was a nightmare. That one is at the discretion of the person using it. Everyone has their own idea of when to wave it and I didn't do so well at deciding when to throw the thing. So I got jumped on a few times. Whatta they going to do, fire me?

Cutting to the chase, the bottom line is we had a ball for two days of volunteer work. The absolute truth is in the fact that the best seat in the house is being out there on one of the turns. You can't see it any better. If your passion is getting out there in your Bimmer and driving around the track a few times a year, you should really make it a point to do one of these volunteer weekends and get the real feel for how it all works. The adrenalin rush of having an out of control race car coming at you sideways far outdistances the one of just driving fast on the track.

Wayne Mulholland



RTC Offers Auto Detail Class

"Have you ever been envious of the cleanliness and shine of show cars at a concours? Or have you washed and waxed your car, thinking you've doing a great job, and then been disappointed in how it looked? If so, then consider taking an in-depth auto detailing class. Renton Technical College offers a 10-week class that is very comprehensive. The instructor is Dennis Noland, who owned Exeter Auto Detail in Seattle for many years. I attended a BMW club technical session at Exeter several years ago. It lasted three hours, and left me with more questions than I could get answered. This 10-week class will have lots of time to ask questions. And, you even get to work on your own car and get expert advice when needed. It's a great class, and you get a discount on your detailing supplies."

*Jim Egelston
BMW Club Member*



Renton Technical College

THIS WINTER, Renton Technical College will be offering a comprehensive course designed for the serious hobbyist covering all aspects of auto detailing. The course includes classroom instruction and hands-on training covering professional level auto detailing tools and techniques.

Topics include proper washing/prep techniques, understanding paint technology and problem paints, color sanding, paint touchup, scratch and swirl removal/repair, buffing tools and techniques, polishing tools and techniques, paint protection, paint overspray removal, exterior trim and wheel care, interior

cleaning and protection including vinyl, leather, and carpets. Students completing this course will learn the skills required to perform auto detailing at a high level.

The auto detail class provides forty hours of instruction over ten weeks. Class is held on Wednesdays from 4:30 p.m. to 8:30 p.m. Registration begins mid-December and will continue until the first class in January. To register or to get more information call Renton Technical College at 425-235-2352. The fee for the class is \$193.90 and includes most supplies and tools.

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Hood River Overnight Tour Recap

TWENTY-FOUR CARS and forty Club members participated in the Second Annual Hood River Tour. The plan was to leave Issaquah promptly at 8:30 Saturday morning. After a slight delay and a quick route change to account for the Issaquah Salmon Days parade route (who knew?) we were on our way. Slicing through the fog in the Green River valley, past Enumclaw, we then headed south. For the second year in a row, we rolled into Eatonville just after the Porsche Club, who were on their way to Cannon Beach. Lots of waves, smiles, and mutual admiration on the way past Stuttgart's finest.

Further south, we made a chilly lunch stop near Mt. St. Helens. After checking into our waterfront hotel, small groups decided between seeking out more scenery and twisty roads, or the short walk to the Hood River Hopfest. The walk back from the Hopfest proved to be the

safer route, as at least one lightly bruised deer can attest. Italian food was the theme of the night, as it seemed every group had found a different restaurant that evening, all with the same focus.

Most of us crawled out of bed earlier than normal for a Sunday morning, and dis-

cussed the route home. I was happily coerced into leading a small group further east, along the Columbia River, stopping at Stonehenge, then on to the beautiful Columbia Crest winery. Along the way, I discovered one of the few roads in Washington that I had yet to drive—Highway 14—between Maryhill and Patterson. It's a great drive, wide open and scenic, that will definitely be worked into future tours.

The weekend was full of new friends, old friends, good food, great roads, fantastic BMWs, and awesome Northwest scenery. Planning has already begun for the Third Annual Tour.

Scott Hieronymus



Photo by Scott Hieronymus.

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Stone-Washed Canvas Jacket
(Item: 99 00 0 020 253-257)



Small CD Case (Item: 80 21 0 408 565-567)



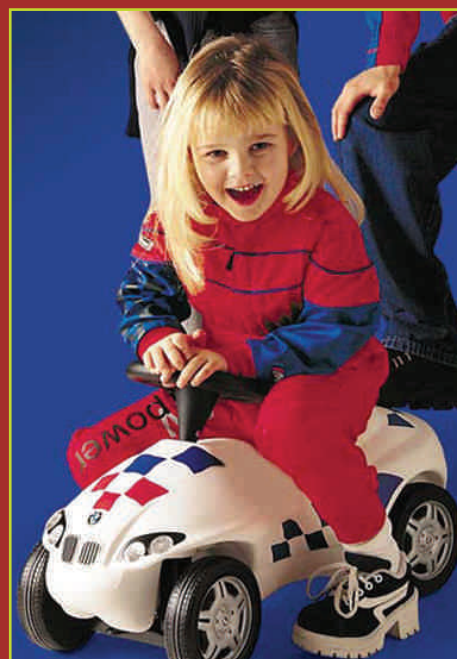
Ladies Chronograph Watch
(Item: 80 26 0 420 375-378)



Passport Holder (Item: 80 21 0 408 560)



Driving Jacket
(Item: 80 12 0 408 720-723)



Junior Racing Suit
(Item: 99 00 0 001 308-309)



BMW Plush Animals

(Item: 80 28 0 406 626-BMW)



F1 Team Wrist Band

(Item: 80 30 0 409 814)



IPOD Mini Case

(Item: 80 16 0 403 305-BMW)



Microfiber Shirt

(Item: 99 00 0 020 334-434)



BMW Sport Slide

(Item: 99 00 0 001 859-BMW)



Women's Luxurious Sweatshirt

(Item: 99 00 0 020 229-232)

BMW CREATES 2007 LIMITED EDITION INDIVIDUAL M6 CONVERTIBLE AND ULTIMATE DRIVING EXPERIENCE FOR 2006 NEIMAN MARCUS CHRISTMAS BOOK

Behind-the Scenes Tour of BMW in Munich and Breath-taking drive on Autobahn included in Fantasy Package. BMW is offering, exclusively through the legendary Neiman Marcus Christmas Book, the 2007 Limited Edition Individual M6 Convertible. The luxury convertible comes with a custom Ruby Black exterior finish accented with an interior with Piano Black trim elements, power sports seats wrapped in our custom Gold Brown shade of supple BMW Individual Merino leather, and M-radial spoke alloy wheel. The car also comes fully equipped with an incredible 11-speaker Surround Sound stereo and six-disc CD changer. Only 50 of these custom-made automobiles, including the once-in-a-lifetime driving experience, will be available for purchase in this year's Christmas Book for \$139,000.

BMW Press





Lane Restrictions

THERE ARE SEVERAL REASONS why we as Americans will never have Autobahn-style freeway driving in our country.

The first being that in Germany for example it costs serious money (up to \$3,700) to get a drivers license only after completing a rigorous Fahrschule (driving school). You must also be eighteen to obtain said license.

In Germany one of the most serious infractions is *lane restriction*—passing must always be done on the left, never on the right (except for traffic accidents or traffic jams). In other words if somebody is camping in the left lane, you cannot overtake them on the right. (Wait a minute we are talking about Germany, *nobody camps in the left lane there!*)

In Germany one of the most serious infractions is lane restriction—passing must always be done on the left, never on the right.

In our country you will see signs occasionally that say *left lane only for passing, slow vehicles stay to the right*. The problem is these signs are wasted on Americans apparently because we are so self consumed that we are oblivious to the fact we are holding up traffic by camping in the left lane or we are completely stupid or much worse we don't care.

In my opinion these individuals are the reason for most traffic problems and road rage issues. Imagine if we had harsh deterrents on lane restriction and the ability to enforce such deterrents. Imagine if we as Americans had consideration for one another; also admiration for horse power and those that want to utilize it.

Imagine if you were cruising from Seattle to Spokane on I-90 and you had your cruise set and the guy in front of you steps aside and lets you pass rather passing the car he is passing at one mph faster. That is what I am talking about when I use the word *consideration*.

If you are passing while another vehicle is coming up from behind go ahead press on the gas pedal a little and get out of the way, your vehicle will settle right into the same cruising speed previously set once you let off the pedal, it's not rocket science, it's called *consideration*. Consideration for the world around us, for the person who is late for a meeting or maybe on the way to pick up a sick child or maybe just maybe, is attempting to employ the freedom the open road should allow.

Okay, here is the rub. All you who are getting your hackles up and saying that such a person is endangering the rest of us by speeding, to which I reply, hooley.

Germany has fewer fatal accidents per capita per mile driven than the United States.

Germany has fewer fatal accidents per capita per mile driven than the United States. Why is that, because of good driver training, consideration for other drivers and strong deterrents.

You may have realized thus far into the article, left lane drivers are my personal pet peeve. What I really wish existed is some sort of device that could immobilize the vehicles of left lane drivers so we could put them in a *time out* for being stupid and inconsiderate.

Just imagine being able to use such a device, you could say *you pull over for awhile and think about what you have done*. Oh my sweet Lord, how cool would that be. Or maybe a series of small electric shocks sent to the seat of left laners to remind them that there is a whole world going on around them and it does not revolve around them.

We who drive BMWs are enjoying a vehicle that was designed for Autobahn driving; however we are unfortunately not always getting to take pleasure in that particular aspect of the vehicle.

My E38 was produced in Dingolfing, Germany with the intent of cruising at speeds of 120 mph all day long. I will never get to engage in such delight here in the US and maybe I shouldn't, given the fact that our highway systems are designed for much slower speeds.

I would, however, love to cruise at conservative speeds and be rest assured that I and others around me are being considerate of the driving conditions. I would love to come up behind someone and know that they are not going to pull out in front of me selfishly just to pass the car in front of them at one mph faster than they themselves are traveling. I would love to be confident that the car in front of me is going to move over when it sees I am moving much faster than it is.

For now I will just fantasize about such things,. And maybe someday I will be able to drive on the Autobahn and get out of the way of a faster moving Porsche or better yet, have a slow moving Benz move aside for me.

Dave Cook

Davecook@liv2drv.net

www.liv2drv.net

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Announcing a New SIG All About Racers

It's OFFICIAL NOW. The Puget Sound Region of the BMW CCA has a new Special Interest Group (SIG). This one is going to be devoted to all current members that compete, in one form or another, with their motorized vehicles.

Up until now, most of the SIGs in our local chapter arose from the special interest of Club members with a particular series of BMWs. The 3s, 5s, 7s and 2002's come to mind. These groups all had one thing in common, their car's body style, and with it, its problems, shortcomings and strengths. Some people wonder what the advantage of joining a particular SIG would be? Well, to begin with, your name can be shared with other members of the SIG and instantly you have a support network of folks that probably share interests as well as problems when it comes to owning the model of your choice. If you have an early '90s 5 series and the speedo starts acting up, someone on the SIG has probably worked through this problem before and has the solution. Also, many of these SIGs have their own events, which are supported but not governed by, the local BMW CCA board. As a SIG, you also have the ability to host events, which are open to all Club members, and receive some financial assistance from the PSR board. The Club also has the ability to spread the word for upcoming SIG events in both the monthly magazine *Zündfolge* as well as the Bulletin Board. Events like a 5 series tour, or the now famous E30 picnic, spring to mind.

This is why this latest SIG is developing. It seems like the last few years have seen a tremendous growth in the number of CCA members who actually compete in one form or another. This group of like-minded people has "competition" in common and like all of the other SIGs, could put some of the resources of the Club to good use. These resources would be used to help raise support of their own interests as well as offering something to the membership at large. An example of this would be using the magazine and BB to announce our events and then supplying snacks to all Club members who recently joined us at Pacific Raceways for the last race

of the year sanctioned by ICSCC. We get fans in the stands as well as potential future racers (we field a lot of questions on those days), and the Club gets another family-oriented event offered up with little commitment from volunteers or board members.

Initially, I'll be taking on the role of SIG contact (remind me not to miss any more board meetings!) and it will be my job to basically get the word out. What I'm going to try to do this winter (as most of the local competition has slowed for the winter months) is compile a list of all members who partake in motorized competition. This will primarily be a list of those involved in local road racing, but not limited to

that. Please be aware this is my area of knowledge but if you autocross, rally, Solo, motorcycle on dirt or pavement, and you have an event coming up, I'll enthusiastically help you get the word out. Other responsibilities will include trying to connect people with questions about competition with those who have the answers. I'll have information on most of the local and national sanctioning bodies and should be able to answer many questions for those looking to get started. If you have any suggestions for this SIG, please let me know (wes.hill@earthlink.net) and we'll see where this goes. Going forward, look for a presence from our Club at a lot of future events and I hope to see you at the track!

Wes Hill

BMW SPECIAL INTEREST GROUPS SIG HAPPENINGS

Desig.	Series	Years	Contact	Phone #	E-mail and/or website
E3	2500/2800/3.0si/Bavaria	68-77	Gus Blazek	253-941-0463	blazeks@comcast.net
E9	2800cs/3.0cs/3.0csi/csl	68-75	Ken Olsen	425-890-9415	olsenres@comcast.net
E10	2002/1600/1600-2	67-76	Brian Capp	425-888-4002	b2002c@comcast.net www.2002sig.com
E24	6 series	76-89	Erik Brannfors	206-356-5620	Primary: erik@brannfors.com erik.brannfors@t-mobile.com http://autos.groups.yahoo.com/group/land_sharks_nw/
E28	528e/533i/535is/M535i/535i/524td/M5	82-88	Louie Lindenmayer	425-742-0500	louioulouie@northwest.net
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
BMW Racing		All	Wes Hill		wes.hill@earthlink.net www.pro3-racing.com

Diablo Lake Tour

WHAT A GREAT DAY it was for a drive and boat ride! Eight thirty in the morning Sunday, September 24 and the skies were clear, the sun warm. Twenty-eight Club members and guests met at Starbucks in the Alderwood area where we signed in for the tour, socialized and had coffee and pastries. Just before 9 a.m. we headed north on I-5 in eight BMWs along with an unusually high number of motorcycles, some running in groups of twenty. I had heard there was to be a large gathering of motorcycles in Anacortes that day.

Just past Mt. Vernon we exited I-5 and drove a short way to Sedro Woolley's town square. There we took a short break. Many were intrigued by the large mural depicting some of Sedro Woolley's his-

tory. We also connected with two members in a Z3.

From there we traveled east on the North Cascades Highway for a leisurely drive to Newhalem. Already there was a hint of fall as some foliage color change could be seen. At Newhalem we enjoyed our picnic lunches in the park and explored the area a bit.

At 12:30 we gathered around the old Train Engine and were greeted by our guides from Seattle City Light for the Diablo Lake tour. After a brief introduction we boarded the bus for a short ride up the road and over Diablo Dam to board the boat on Diablo Lake. The ninety-minute boat ride took us up the lake to the base of Ross Dam. It was absolutely beautiful with the North

Cascade mountains towering above the crystal clear emerald water of Ross Lake.

After our return to Newhalem, some members stayed around to explore the area while others started their return trip home. Some in the group hiked alongside a beautiful waterfall.

Also within a short walk of Newhalem a large number of salmon could be seen spawning in the Skagit River.

It was a great day with beautiful scenery, excellent weather and most importantly wonderful people. Thank you to all who participated, I had a great time. *Alan James*



Photos by Alan James.

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Board Nominations

THE NOMINATIONS COMMITTEE has completed its work and we have a full slate of candidates for the 2007 Board of Directors. As is the usual practice, the Board has been filled but none of the positions are contested. For that reason, you will not find a ballot in this issue of *Zündfolge*. Generally, if we have qualified volunteers who are willing to devote time to Club administration, we try to find a job for them to do. For those who would like to get involved with Club administration, there are several opportunities. First, if you're interested in how the Club works, please feel free to attend Board meetings. Second, many of the Director positions are actually the Board representative of a committee working on a particular aspect of the Club. Many of these committees are looking for capable people who would like to help. These include Driving Events, *Zündfolge*, Banquet, Tours and Concours. If you would like to help, contact the responsible Board member.

Another great way to get involved is to chair an event. This may sound intimidating but a Board member can give you lots of help and guidance. We will welcome the help.

THE CANDIDATES FOR THE 2007 BOARD OF DIRECTORS ARE ELECTED POSITIONS

President	Lynne Eskil
Past President	Rick Gulstrom
Vice President	Alan James
Secretary	Evie Falkin
Treasurer	David Lightfoot
Banquet Coordinator	Mary Jo Stojak
Concours Coordinator	Lance Richert
Membership Coordinator	Mike Ellis
Roster Manager	Louis Hesselt-van-Dinter
SIG Coordinator	Ken Hill
Tech Events Coordinator	Jeff Butler
Tour Coordinator	Scott Hieronymus

APPOINTED POSITIONS

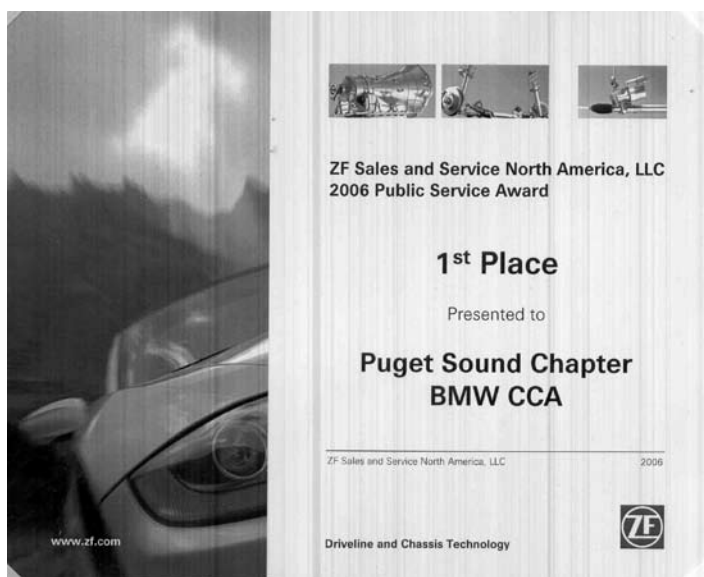
Driving Events Coordinator	Tom Olsson
Chief Driving Instructor	Karl Seeger
Risk Management	Rich Milham
Web Site Coordinator	Dale Beuning
<i>Zündfolge</i> Editor-in-Chief	Lucetta Lightfoot
<i>Zündfolge</i> Advertising Coordinator	Jim Millet

Zena Bartusch, zbartusch@hotmail.com, (206) 605-8390

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

David Lightfoot, d.lightfoot@comcast.net, (425) 881-6800 x103

Winners



THE PUGET SOUND REGION is on a roll! At the Oktoberfest raffle in Grand Rapids, two Washington State members won: Greg Triguba from Redmond won a new BMW and Jim Campbell from Camas was a cash winner.

Then came news that the Club won the First Place prize of \$2000, in the 2006 Public Service Award from ZF Sales and Service North America, LLC. ZF is a big component supplier of driveline and chassis technology to BMW worldwide. The ZF Public Service Award was given to our chapter for the amounts we raised for charity. This includes \$15,000 from our annual banquet and auction to the Northwest Arthritis Foundation, donations to Children's Hospital for corner workers at track events and various other good works done by our chapter.

Help Needed!

THE *ZÜNDFOLGE* is looking for volunteers to help with the monthly proofing of the Club's magazine. This is your chance to help with the one benefit that all Club members enjoy. Please contact Lucetta, the editor by email at lucettalightfoot@msn.com.



BMW INDIVIDUAL INTRODUCED IN THE USA

BMW 7 Series with customization courtesy of BMW Individual

BMW Individual was established in 1991 as a division of BMW M GmbH with the goal of leading the trend towards more individuality by concentrating on customers who were looking for made-to-measure solutions and making tougher demands on their BMW in terms of distinction, design and function. The automobile becomes a subtle statement of personality which deliberately focuses on what's special and which turns aside from standardization. The success story started with a design from Karl Lagerfeld, which was followed by another two designs over the next few years. These unusual prototypes were pioneering for what followed. Most recently, BMW Individual completed a very unique car for the Swiss watch manufacturer "Girard-Perregaux." Today, around 20,000 customers a year from all over the world enjoy this most exclusive way of driving a BMW. Now, BMW Individual is introducing the concept in the USA—BMW's largest market.

The BMW 7 Series is the introductory "canvas" for BMW Individual in the USA. The BMW Individual offering will provide



7 Series customers with a selection of distinctive paints and interior treatments allowing them to individualize their vehicle to reflect their own tastes and personality.

The available BMW Individual exterior paints are developed using special Xirallic paints and a 5-coat process that picks up fine pigments in the coating to create

constantly changing nuances in the finish, giving greater color intensity and dramatic two-tonal effects.

The interior is fitted with the highest quality Merino full-leather upholstery, Alcantara headliner and unique interior trim – including Piano varnish wood trim. Illuminated BMW Individual doorsills,



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distinctive 20" BMW Individual wheels and the convenient storage net in the front passenger foot well provide the additional premium touches to complement the BMW Individual 7 Series.

The BMW Individual 7 Series will be the perfect answer for those special customers who seek the utmost in luxury and look to own a more personalized 7 Series. The finest quality materials used and the exacting workmanship that goes into even the finest details will set the BMW Individual 7 Series apart from other makes.

THE PAINTWORK

In line with the understatement embodied in the BMW design language that governs all model series, the experts at BMW

Individual always try to harmonize each customer's wishes with the BMW philosophy. The individual paintwork is more than a color: It captivates its customers through its unique brilliance and sophisticated iridescent effects. Thanks to a fine pigmentation, changing nuances appear, depending on how the light falls, which give the surface a new dimension and depth. The intrinsic excitement of the color black is demonstrated in two variations: including Azurite Black metallic and Ruby Black metallic. When it comes to avant-garde exterior colors: the elegant, light shades of Moonstone metallic preferred particularly by buyers in sunny regions: Under blue skies, this paint finish shines with a special glamour.

THE LEATHER

The Merino leather used by BMW Individual is characterized by its uniquely refined appeal, extreme durability and comfort. Gentle tanning methods and "barrel pigmentation," in which the dye penetrates through intensive rotation and is not just applied to the surface, give this material its richness of color, strength and durability. The living structure of this leather comes from its natural graining rather than artificial embossing. The finish applied in the semi-aniline process stops fading caused by light, and yet the leather stays breathable. The combination of all these sophisticated yet gentle processes produces seats that are as soft and as smooth as velvet. BMW Individual will offer customers three color choices of Merino leather: Platinum, Rust Brown and Amarone.

INTERIOR TRIMMINGS

It's the many details that make the difference with BMW Individual. The interior trimmings made from piano varnish are the most sophisticated finish. The black, high-gloss polished surface is only achieved by famous piano makers using a time-consuming polishing and finishing process. This is what gives this varnish its unique brilliance. Elegant highlights are added through details such as the center console and ceiling grips. No less sophisticated alternatives are interior trimmings from high-quality woods such as, mahogany or Amarone—both with a high gloss finish. BMW Individual: The most unique way to drive a BMW.

The BMW Individual offer is available on all models of the 2007 BMW 7 Series and can be ordered through the customer's local BMW center. Customers can choose to order the package including any of the any of three leather colors and any of the three trim choices for \$11,000 on the 750i/Li or \$10,000 on the 760i/Li. In addition, the unique paint finishes are available for an additional for \$3,000.

BMW Press

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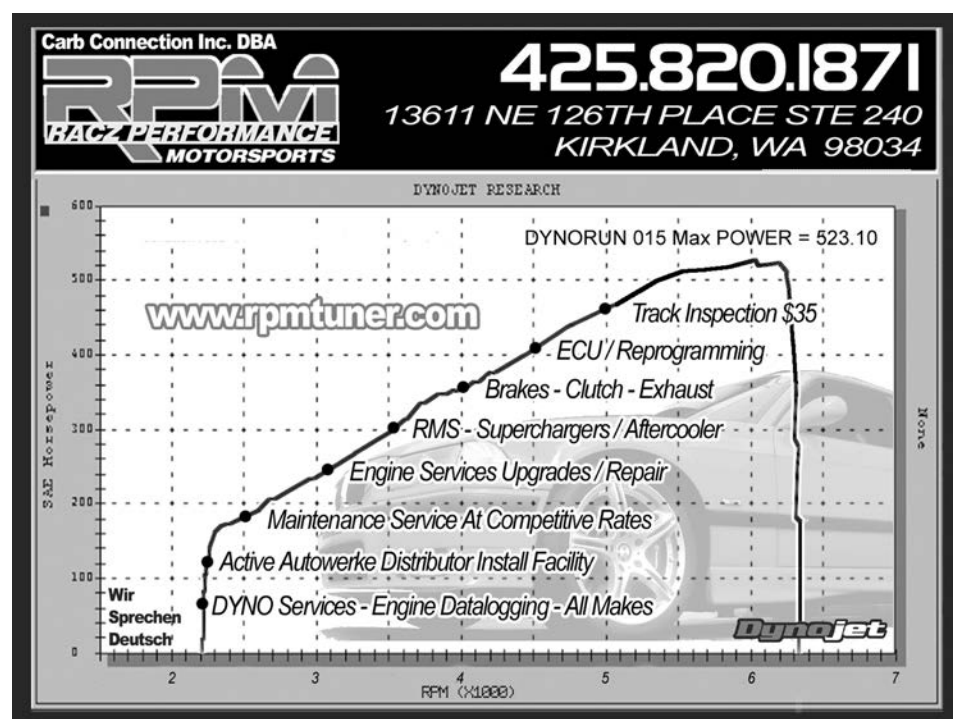


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BMW's for Sale

2003 Z4 3.0i: Six-speed manual, sport package, dual power seats, premium stereo. "Triple-black"—jet black exterior, black leather seats, black top. This is a beautiful car. You can see pictures in my ad at eugene.craigslist.org. Excellent condition—just had its 15,000-mile service, no problems at all. 36,000 miles. \$28,900. Contact John at 541-485-0565 or conery@efn.org.

2001 M5: WBSDE93401BZ99370. Black/black, 5.0L, 400HP, six-speed. Completely stock. New Yokohama AVS DBS tires. DSC, all season traction with limited slip differential. Harmon Kardon 12 speaker system with six disc CD. Full service records available since Nov 2003. No better example of performance and luxury. 34,500 miles. KBB Excellent Condition Valued at \$42,590. Priced to sell at \$39,500. Contact Cary at carynoah@hotmail.com.

1997 M3: four-door, five-speed, Arctic silver with gray interior. Unmolested, no track time, not dealer maintained, Mobil 1, Redline transmission and differential fluid, driven easy for an M3 as shown by original brakes with 50% lining at 119,000 miles, no modifications except European headlights, \$15,000. Contact Brad Ipsen at 360 659-2045 or email bradipsen@cs.com.

1982 633 E24 Coupe: Very nice original example, 93,000 Miles, overdrive manual five-speed. 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. \$7,500. Contact Greg Thomas at 509-965-2890 home or 509-969-0683 cell or e-mail gthomas@simsmfg.com for pictures.

1980 320is: Has limited slip differential, five-speed transmission, Bilstein sport shocks. A little rusty. No motor. Make offer. Please call Jim at 425-444-6916.

1979 Classic Euro 635csi: Metallic graphite with black leather. Excellent condition and no known mechanical problems. No recurrent maintenance due. Has five-speed overdrive transmission and a short list of new parts and minor modifications. Call or email for details and photos. About 125,000 miles but speedometer is 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.

1979 320i S Package: Recaro sport seats. Sun roof, limited slip differential, sport steering wheel. Black on black. Original paint and interior in excellent condition. 165,000 original miles. Original window stickers and all receipts since 1979. \$6,000. Call 425-233-1815.

Parts for Sale

1984 1.8 liter engine: 87,000 miles. Make offer. Please call Jim at 425-444-6916.

Winter tire and wheel package: Four OEM Star spoke (style 45) BMW alloy wheels from E46 with Bridgestone Blizzak tires (205/55/16). Low miles. \$800 OBO. Located in Eugene, OR. Contact Bob at 541-344-0920 or 541-419-0435 or bobpress-prich@hotmail.com.

E24 6 series parts: 25mm billet FK wheel spacers. 5 x 120mm. \$50 set. Almost new PBR Metalmaster brake pad set, front and rear \$25 both sets. OEM completely rebuilt front and rear calipers. \$25 each set. Front only stainless steel brake lines set. \$25. OEM halogen low beam and high beam head lights. \$5 set. OEM new front sway bar links. \$5 set. Contact Jon Ackermann at 425-829-4175.

E46/Z4 New Hotchkis: adjustable rear sway bar links with urethane bushings and Zerk fittings. \$25 set. Contact Jon Ackermann at 425-829-4175.

E39 Dinan front stress bar: This is a \$580 item new—it's in perfect condition and it's yours for \$250. Contact Bob at ifpracing@comcast.net.

Miscellaneous

Puget Sound Region Club logo shirts for sale: Adult sizes. Short and long sleeve T-shirts in white and light grey, grey sweatshirts, and beautiful embroidered Land's End collared shirts available. Contact Lance Richert for details and pricing at Lance@Richertnet.com.

**November 28: January 2007 Issue
January 2: February 2007 Issue**

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The map shows the study area with the following roads and landmarks:

- Roads:** NW Sarnamann Rd, SE 46th St, SE Black Stages Rd, SE 21st St, SE 4th St, SE 100th Rd, NW Gilman Blvd, NW Sarnamann Rd, NW Sarnamann Rd, NW Sarnamann Rd.
- Landmarks:** Kastrop Bauman (marked with a star), NW Sarnamann Rd.
- Other features:** A north arrow pointing up, a scale bar indicating 0 to 1 mile, and a legend for "Kastrop Bauman" and "NW Sarnamann Rd".

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