



JULY 2006

# Zündfolge

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





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# ZÜNDFOLGE

July 2006

Volume 36  
No. 7

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## Postal Notice

Zündfolge (USPS 715-250) is published monthly (except December) by the BMW CCA Puget Sound Region. Office of Publication: 521 5th Ave. West, #103, Seattle, WA 98119. Subscriptions are \$10 annually (available only as part of the \$40 membership fee). Periodicals postage paid at Seattle, WA. **Postmaster**, send address changes to:

Zündfolge  
PO Box 1259  
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## Boilerplate

This magazine is the monthly publication of the BMW CCA, Puget Sound Region, and remains its property. All information furnished herein is provided by the membership for members only. Ideas, suggestions and opinions, technical or otherwise, are those of the authors, without authentication by or liability to the editors or the Club.

Zündfolge design and layout by  
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# KALENDER

## June 29

**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. *NOTE: Board meetings are now held on the last Thursday of the month.*

## July 1-2

### SOVREN Historics at Pacific Raceways.

The Club will participate in the Car Corral during the SOVREN Historics. The Club contact is Lucetta Lightfoot: [lucettalightfoot@msn.com](mailto:lucettalightfoot@msn.com).

## July 1

**Dyno Event & BBQ Begins** at 10:00 a.m. at the Carb Connection 13611 NE 126th Place, Suite 240, Kirkland, WA 98034. To RSVP or ask questions call Jeff Butler at 206-365-1565 or email [jeff@hauryscollision.com](mailto:jeff@hauryscollision.com).

## July 4

**Deadline** for the August Zündfolge issue. All submissions must be received by this date. They may be sent to the Zündfolge Editor at [lucettalightfoot@msn.com](mailto:lucettalightfoot@msn.com).

## July 15

**Long Beach Tour.** See article in this Zündfolge for more information. Questions or RSVPs to Tour Coordinator, Scott Hieronymus, at [scottnlaurie@2comcast.net](mailto:scottnlaurie@2comcast.net).

## July 22

**NW 02 Fest** at Torguson Park, North Bend, WA. Contact Brian Capp at [b2002c@comcast.net](mailto:b2002c@comcast.net) or 425-888-4002.

## July 23

**26th Annual Concours d'Elegance and Heritage Picnic.** Sunday, July 23 at Cedar River Park. See promo article and registration form in this Zündfolge issue for details.

## July 23-28

**Oktoberfest**, Grand Rapids, MI. Visit [www.bmwcca.org](http://www.bmwcca.org) for more information.

## July 27

**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. *NOTE: Board meetings are now held on the last Thursday of the month.*

## August 1

**Deadline** for the September Zündfolge issue. All submissions must be received by this date. They may be sent to the Zündfolge Editor at [lucettalightfoot@msn.com](mailto:lucettalightfoot@msn.com).

## August 31

**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. *NOTE: Board meetings are now held on the last Thursday of the month.*

## 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](mailto: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](mailto:jimngloriamillet@comcast.net) for information about display ads.
- Send all address change notices to [bmwcclub@aol.com](mailto:bmwcclub@aol.com).
- The Zündfolge staff is always looking for volunteers. If you want to help contact the editor.

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# Championship Racing Returns to Pacific Raceway

August 5 & 6

THE WEEKEND of August 5/6 welcomes the return of the International Conference of Sports Car Clubs 2006 Championship Race Series with the Car Tender Challenge. Come out and cheer on your favorite marque, mingle with your fellow drivers, and enjoy a day at the races!

On Saturday, our *Three Amigos*—Eric Bitte, Doug Mills, and Jim Heite—will be running their first novice race in the cars they bid on and won at this year's banquet auction. We expect the whole Coupe group to be there to see them off—don't disappoint them! Additionally on Saturday we'll see the whole Pro3 ensemble and other BMW drivers practicing their craft and qualifying for Sunday's main event. The official schedule for the weekend will be posted at [www.irdc-racing.com](http://www.irdc-racing.com).

On Sunday, look forward to watching Pro3 run the largest grid of BMW cars in Northwest history. With an expected twenty participants, this successful driver's series

promises to be exciting and fun to watch. Before and after the flags fly, make time to see the cars, meet the owners, and find out what it takes to get behind the wheel of a safe, competitive, racing BMW.

We are asking that each spectator bring two cans of food for Northwest Harvest; help us help our neighbors in need. There is also an \$8/day or \$12/weekend fee to get in the gate, but don't let that stop you. There will be reserved parking for BMW CCA members, and a hospitality tent will be available in the paddock for a chance to get in out of the sun or rain. Simple snacks will be provided. So come on, if you enjoy auto racing or if you belong to the E30 or Coupe SIGs, you owe it to yourself to come out to Pacific Raceway and witness motorsports history in the making. For more information see [www.icssc.com](http://www.icssc.com), or contact Ken Hill in the evenings at 425-334-7435. We'll see you at the track!

Ken Hill

# Long Beach Tour

July 15



SUMMER DRIVING SEASON IS UPON US! If you are new to the Club, or just haven't participated in an activity yet, make this one your first! Tours are a great way to meet new friends, show off that Bimmer, and see more of the beautiful state we call home.

On July 15, we're planning a Club drive to the Long Beach Peninsula. Aptly named at twenty-eight miles in length, the Peninsula is the longest natural beach in the United States. While I wouldn't recommend it, the beach is open to automobiles, with a strictly enforced speed limit.

We will travel South on I-5 through Olympia, out toward the Coast on Highway 8, then South on a great stretch of Highway 101, with quite a few twisty sections, and nice views of Willapa Bay. Arriving in Long Beach around noon, we'll find a nice restaurant for lunch and leave a little time for sightseeing around town. Long Beach has one of those dense, touristy centers, with kite shops, ice cream parlors, etc., and is easily covered on foot.

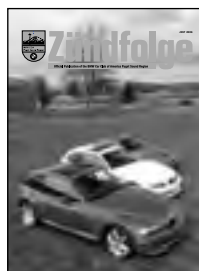
We'll meet in the parking lot of the Bahama Breeze Restaurant (15700 Southcenter Parkway) at Southcenter around 8:00 a.m., for donuts and coffee, and after a short driver's meeting, leave promptly at 8:30. This route is about three hours each way; expect to return to Seattle around 5:00 p.m. or so. Even if the forecast is for 90 degrees, bring a windbreaker! The Coast can be foggy.

Please email RSVPs and questions to Scott Hieronymus at [scottnlaurie2@comcast.net](mailto:scottnlaurie2@comcast.net).

Scott Hieronymus  
Tour Coordinator



Photos by Kyle Hatfield.



This month's cover photo features three Club members' M coupes. The Z3 Coupe (both M and non-M versions) will be the featured BMW at the Club's Concours d'Elegance on July 23. The Coupe was built in the USA, the Concours takes place in July and so it was fitting to take a red, white and blue M coupe group photo at the location of the Concours for the July *Zündfolge* cover. The Imola Red Coupe is owned by Brad Nelson, the Alpine White Coupe is owned by Roger Hoffman and the Estoril Blue Coupe is owned by Lucetta Lightfoot.

The photo is by Duane Montagne.



# Concours d'Elegance and BMW Heritage Picnic

Sunday, July 23, 2006  
Cedar River Park, Renton  
Sponsored by BMW Seattle

JOIN US for the 26th Annual Concours d'Elegance and Heritage Picnic at Cedar River Park in Renton. This year we are pleased to again be included as part of the 23rd Annual Renton River Days community celebration coordinated by the City of Renton. Our big show will be part of many activities for the public to enjoy. Nearby will be music on two stages, arts and crafts booths, food vendors, an art exhibit, and other activities for the whole family. Mark your calendar for Sunday, July 23. We are pleased to have our show back on Sunday! This will allow you to spend Saturday giving your BMW the spa treatment before rolling out to the Concours on Sunday!

This is a special day for Club members to come together and enjoy each other's company as well as display their BMWs at their very best. There will be two classes you can choose from for your BMW—a Judged class, with our famous etched glass trophies awarded to the winners and a non-competitive Display class, where you can roll your BMW out without being judged.

Come see the history and beauty that make up BMW's heritage. This event always is very popular with 300-400 people in attendance. We anticipate close to 200 BMWs on display, spanning seven decades. Be sure to be part of this exciting day. This year we are pleased to welcome the local BMW Motorcycle club. Motorcycle club members will be displaying their BMW motorcycles with us. Expect five decades of motorcycles!

## Judged Class

Not sure if you are up for having your BMW judged? We judge only on cleanliness, and not on originality. Review judge forms on the Club's web site. You must be a member of the BMW CCA, BMW ACA or Canadian BMW CCBC to participate in the judged classes.

Cars are judged in three major areas: Exterior, Interior (including trunk) and Engine Bay. The underside of the car is not judged. Each class is judged by a three-member team whose independent results are then totaled to determine a score. This process is designed to be as fair and objective as possible. For class competition we have re-instituted bonus points for mileage, which evens out the competition for high- versus low-mileage cars. Best in Show is determined by taking the top BMW from each class, and lining them up for a final review by a three-judge team. Previous scores are not considered as the judges choose the cleanest, most dazzling BMW on the lawn.



## Schedule

- 9:30 a.m.** Begin check in and parking of Judged and Display BMWs  
**11 a.m.** All Judged and Display BMWs checked in  
**11:30 a.m.** Judging begins, all hands off Judged BMWs  
Activities for children  
Griot's Garage detailing demonstrations  
**2-3 p.m.** Awards and door prizes (time approximate)

## 26th Annual BMW CCA Concours d'Elegance

Name: \_\_\_\_\_ BMW CCA #: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Phone: (\_\_\_\_) \_\_\_\_\_ Email: \_\_\_\_\_

BMW Year/Model: \_\_\_\_\_ License #: \_\_\_\_\_

Special Features: \_\_\_\_\_

Volunteer at the BMW tent? ☐ Yes ☐ No

Comments: \_\_\_\_\_

☐ Judged Class \$30 (\$40 after 7/17) ☐ Display Class \$20 (\$30 after 7/17)

☐ Display Class, nonmember \$30 (\$40 after 7/17)

Credit Card: ☐ Visa ☐ MC Card Number: \_\_\_\_\_ Exp (MM/YY): \_\_\_\_\_

Name on Card: \_\_\_\_\_

Signature: \_\_\_\_\_

TOTAL \_\_\_\_\_

**If paying by check make checks payable to BMW CCA Puget Sound Region. Send registration to Lance Richert, Concours, 6240 127th Avenue SE, Bellevue, WA 98006.**



### Display Class

The Display Class is a terrific way to take part in the event for those who don't wish to compete but want to come and show off their car. Just wash it, clean the wheels, and you'll be good to go! You'll be parked with the judged cars in your class. All participants will receive a Griot's Garage sample kit, commemorative 11x17 poster, cool refrigerator magnet and chance to win raffle prizes during the day.

### Thanks to our Sponsors!

Our event this year is once again being sponsored by a generous donation from BMW Seattle. Next time you are at their dealership, be sure and thank them. BMW Seattle is providing the beautiful glass trophies as well as a new BMW Cruise Bike valued at \$800 for the raffle. Griot's Garage will be in attendance as the official Car Care Sponsor of our event. Griot's Garage will be providing gifts for participants, raffle prizes, and will have representatives on hand demonstrating how to use their products. Griot's Garage will present a special Preservation Award for the BMW that is best preserved without a restoration.

### Children's Activities

We will have a special tent with activities for kids including a coloring table. Pony rides will also be available. Renton River Days will have many other activities for kids nearby.

### Featured Car: Z3 Coupe

The featured car this year is the Z3 Coupe. There will be a special class for the Coupes and they will have their own trophies for those entering the judged class. We hope you consider bringing your Z3 Coupe out, in whatever condition it is in. The more the merrier! Dozens of these fabulous cars are anticipated this year.

### Volunteers Needed!

This event requires many volunteers to spend part of the day helping make the event a success. We need people to help judge cars, help with check in, coordinate parking the cars, helping in the children's tent, etc. If you would like to help, please contact event chair Lance Richert at 425-644-8009 or [Lance@RichertNet.com](mailto:Lance@RichertNet.com).

### Costs

Costs are the same as last year, see the registration form for specifics. Our Canadian friends may pay 25% less to compensate for the exchange rate. It's our way of saying thanks for coming down. Register early to secure your spot!

### Lunch and Snacks

There will be a mobile Thai food trailer serving lunch. There will also be other snacks and drinks available during the day. Bring some extra cash to keep your hunger at bay!

### Cedar River Park

**Just East of I-405 in Renton**

**1717 Maple Valley Hwy & House Way**

### DRIVING DIRECTIONS:

#### From I-405 South:

- Take Exit 4 (Maple Valley exit). This will take you onto Sunset Boulevard NE.
- Go left at the second signal light (this is Maple Valley Road, Highway 169). Get into the right lane, travel a short distance, and turn right into Cedar River Park.

#### From I-405 North:

- Take Exit 4A (Renton/Maple Valley exit).
- Turn right at the end of the exit onto Highway 169, Maple Valley Highway. Get into the right lane, travel a short distance, and turn right into Cedar River Park.

*Continued on Page 6*

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Lance & Stephanie Richert's 1988 Pro-3 325i

Congratulations Lanceman! Pacific Raceways Pro-3 Race Lap Record: 1:39.896





**BMW Seattle is donating as a raffle item a BMW Cruise Bike, valued at \$800. The bike's ergonomic, distinctive design delivers a sleek look for leisurely riding.**

## 2006 BMW Club Concours d'Elegance Classes

Class #	Class	Models	Years
01display only	Pre-War	All	1928-1941
02display only	Post-War	501,502,503,507,3200CS	1952-1965
	Old Range	Isetta, 600, 700	1955-1965
03	Vintage Cars	1502, 1602, 1802, 2002	1966-1976
		1500, 1600, 1800, 2000	1962-1972
		E3 2500,2800,Bavaria	1968-1977
		E9 2000CS, 2800CS, 3.0CS	1965-1975
04	Early 3 Series	E21 3 Series, First Generation	1977-1983
		E30 3 Series, Second Generation	1983-1991
05	Early Big Cars	E12 5 Series, First Generation	1972-1981
		E28 5 Series, Second Generation	1982-1988
		E26 M1	1978-1981
		E23 7 Series, First Generation	1977-1987
		E24 6 Series	1976-1989
06	Modern 3 Series	E36 3 Series, Third Generation	1992-1999
07	Current 3 Series	E46 3 Series, Fourth Generation	1999-2005
		E83 X3	2004-current
		E90 3 Series, Fifth Generation	2006-current
08	Modern Big Cars	E34 5 Series, Third Generation	1989-1996
		E32 7 Series, Second Generation	1988-1994
		E31 8 Series	1990-1997
09	Current Big Cars	E39 5 Series, Fourth Generation	1997-2003
		E60 5 Series, Fifth Generation	2003-current
		E38 7 Series, Third Generation	1994-2001
		E65 7 Series, Fourth Generation	2002-current
		E53 X5	2004-current
		E63 6 Series	2005-current
10	Z Roadsters	Z3, Z4, Z8	1995-current
11 display only	Mini		2002-current
12	Z3 Coupes	Z3 Coupes (Featured Car)	1998-2002



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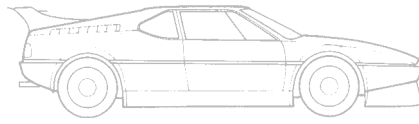
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# MOTOR SPORTS



JULY IS HERE, so it's almost time for our next big school! I have to admit, it's been a weird season, and a very long time since our last school. The good news is that the wait is over. Even more interesting is that we're heading to a new track! We will have a school July 29 and 30 in Spokane. If you've never been to Spokane Raceway Park, it's one of my favorite tracks. It's very fast with a couple of sections that you'll really have to work at to master. Definitely not a track to be missed!

Here's the plan—it will run much like our schools here in Seattle, so our regular rules apply. You will see many of the same instructors, as many of us teach for Scott Adare with the Inland Empire Chapter as well. The schedule will be very similar; plan on four thirty-minute sessions a day. Speaking of Scott, he has kindly offered to help us out, so we are going to use most of his infrastructure to pull this off. We will be based out of the same hotel he uses—the Spokane Travelodge in Airway Heights (near the airport and the track) at W 4301 Sunset Blvd, Spokane, WA, 509-838-1471. Your registration fee will include lunch on both days and a buffet dinner at the hotel. Also like Scott's schools, this one will be small by our standards as I'm only

**A group drivers . . . The June date had a very long waiting list, so if you missed that one, here's another chance.**

taking sixty registrations. Yes, registration is open for a few more weeks, but this one will sell out. Don't wait to send in your application! The application for the Spokane school is available now on the driving school's web page [www.bmwpugetsound.com/driving\\_schools.html](http://www.bmwpugetsound.com/driving_schools.html).

In other news, due to the overwhelming popularity of the last event, I have secured a second date with ProFormance for another advanced lapping day—Wednesday, October 11. Here's another chance for our A group drivers and instructors to work on skills that we aren't able to teach at our own days. The June date had a very long waiting list, so if you missed that one, here's another chance. It will be run entirely by ProFormance, but reserved for the BMW Clubs advanced drivers. We had a great time at the last one, and I'm sure October 11 will be just as fun.

Tom Olsson  
[olssons@seanet.com](mailto:olssons@seanet.com)

## 2006 Driving Events Calendar

### BMW CCA PSR Events:

#### July

**29-30** Driving School at Spokane Raceway Park

#### September

**9-10** Driving School at Pacific Raceways with the PCA

#### October

**11** Advanced Lapping Day with Don Kitch

#### November

**5** Car Control Clinic at Bremerton

### Other Events open to CCA Drivers:

#### July

**16** BMW CCBC Car Control Clinic at Pitt Meadows Airport

**28** Alfa School at Pacific Raceways

#### August

**3** PCA School at Pacific Raceways

**11** BSOC Lapping Day at Bremerton

**12** PCA Women's Skills Day at Bremerton

**17** Alfa School at Pacific Raceways

**26-27** Golden Gate Chapter School at Thunderhill

#### September

**1** BSOC Lapping Day at Bremerton

**2** PCA Skills Day at Bremerton

**14** Alfa School at Pacific Raceways

**17** BMW CCBC Car Control Clinic at Pitt Meadows Airport

**25** BMW CCBC School at Mission

#### October

**6** BSOC 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

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# Convertibles Only & Foster's Wheel Recap

THANKS TO THE GREAT FOLKS at Convertibles Only and Foster's Wheel for a great combined tech session this past May 13. About twenty Club members turned out (despite the great spring weather) for this presentation. Les Hurlbert, owner of Convertibles Only covered care and maintenance of the two types of convertible tops as well as gave a demonstration on how to manually operate and reset the top on an E36 series car. We also learned that Convertibles Only does interior, seat and carpet repairs as well.

Ben Foster of Foster's Wheel took us down memory lane with the twenty-five plus year history of his family in the car repair business and how Ben got his start in business. Ben discussed how Foster's Wheel can repair many types of high performance wheels and has some of the latest equipment for doing so.

Thanks to Les Hurlbert of Convertibles Only and Ben Foster of Foster's Wheel for a great program.

*Jeff Butler  
Tech Event Coordinator*



Photos by Lucetta Lightfoot.

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# BMW CCA Central California Chapter 10th Annual Ultimate Clean Car Contest

August 18

ON FRIDAY, AUGUST 18, 2006, the Central California Chapter of the BMW Car Club of America will host its 10th annual Ultimate Clean Car Contest at the Black Horse Golf Course at Monterey Bay. Join our annual event during the Monterey Historic Races weekend!

As in years past, the Ultimate Clean Car Contest is held in conjunction with Concorso Italiano, the premier annual display of fine Italian automobiles in North America. The event will be held within the confines of the special BMW parking corral at the Concorso Italiano. Your entry fee to the Concorso Italiano guarantees you preferred parking within the corral, just a few feet from the Italian display

area. You have the option of having your BMW judged, placed for viewing, or just enjoying the perfect parking. There is no additional charge to enter your BMW in the clean car contest. Trophies will be awarded to class winners as well as special awards for the BMWs driven the farthest, with the highest mileage, and more. This year we will have special parking areas to honor BMW Cooper Minis, too.

The site at Black Horse is spectacular with its perfectly groomed grass and beautiful view of Monterey Bay. Truly a great place to show off your BMW. Please get there early if possible.

This is just one of the many automobile events happening this weekend.

Separate entry forms and/or tickets are required for each of the weekend events including the Monterey Historic Automobile Races and the Pebble Beach Concours d'Elegance. For additional information about Concorso Italiano go to their website at [www.concorso.com](http://www.concorso.com).

For information about the Ultimate Clean Car contest go to [www.ccbmwcca.org](http://www.ccbmwcca.org). You'll also find a link to an informational letter, as well as to an entry form to pre-register for the clean car contest. Also, don't miss the Golden Gate Chapter's corral and activities at the Monterey Historic Car Races at Laguna Seca August 19-20. Check out the Festorics ad in the upcoming *Roundel* issues or visit [www.festorics.org](http://www.festorics.org). See you there!

## You're Invited!

THE INLAND EMPIRE chapter of BMW CCA invites members of the Puget Sound Region chapter of BMW CCA on a drive.

Saturday, August 12, 2006 we will start from the "y" Rosauers, west parking lot at 7:00 a.m. in Spokane. We plan an over the border romp to Nelson, BC on a Selkirk loop tour with a no-host lunch break in Nelson.

See Inland Empire BMW web site for details. (<http://www.iebmw.org/>) We hope to see you there! Contact Chris Brown at [AddAxx4@aol.com](mailto:AddAxx4@aol.com) for more information.

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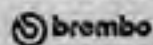
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# BMW's Z3 Coupe (E36/8)—*It's a lot like nothing else!*

THE BMW M COUPE AND ITS SIBLING, THE Z3 COUPE, have a unique beginning. With the Z3 roadster production going strong in 1996 at the assembly plant in Spartanburg, South Carolina, some of the BMW engineers got to thinking about putting a permanent roof on the Z3. The more they thought, the more enthused they became. It was that initial enthusiasm that planted the seed that made the short-lived Z3 Coupe a reality. The rest is history. Thanks go to fellow northwest Coupe owners, Doug Barritt and Jim Millet, who helped provide some of the information that follows:

## From the E36/8 Syndicate

[www.368S.com](http://www.368S.com)

"BMW M coupe and Z3 coupe—among the least known, most under-appreciated, and highest performing BMW cars ever built. The Coupe was designed by a small renegade group of enthusiasts, for enthusiasts. It happened despite corporate planning and with confident disregard of focus groups. It does not conform. It takes no prisoners, except your heart—if you have what it takes to love one. In the words of a BMW print ad, 'It's a lot like nothing else.' Its production run was short, and now that it has stopped, most likely nothing like it will ever come again."



## From the ///M Registry

[www.bmwregistry.com](http://www.bmwregistry.com)

"The M coupe was developed under the leadership of engineer Burkhard Goeschel with the intention of adding increased torsional and structural rigidity to the Z3 roadster's chassis. The development team had a hard time convincing the Board of Directors to approve the model for production, but it was eventually given the green light as long as it remained cost-effective to produce. To achieve this goal, as many body panels as possible had to be shared with the roadster, thus the doors and everything from the A-pillar forward are interchangeable between the Coupe and the roadster, as are most interior parts."

The final result was a car that people say "... only a mother could love." Its unique styling created a love-it or hate-it reaction. Some have called it a shoe, others have said it's a breadbox on wheels. I admit, the first time I saw one in a photo I actually winced. But then I saw the car in person, especially seeing those oh-so-macho rear fender flares! That did it! I had to have one. I also liked the fact that the Coupe was a low-production car, rarely seen on the streets. One thing all Coupe owners must get used to is having people stare with a "What-is-it?" look. I love it.

A good example of this parts interchangeability is the Coupe's use of the Roadster's doors. Because the Coupe has a higher roofline necessitating a taller window, the windows on the Coupes do



not recede all the way into the door, leaving about a 1/2" exposed. I've had to say many times "Yes, the windows are all the way down!"

Of the two Coupe models, the M features several changes. Besides a stronger engine and some cosmetic touches, it features an "M-tuned" suspension with more aggressive shocks, springs which combine to lower the car by 1.1 inch and larger brakes. And of course, you can't miss the signature M-exhaust with the quad chromed tailpipes out back.

Due to the integrated roof of the Coupe, its chassis is one of the stiffest ever produced by BMW. Add this fact to the Coupe's torquey engine and precise "out-of-the-box" handling, and you'll understand why so many of us Coupe

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owners enjoy putting our cars on the track. I've said this before and I'll say it again, "A road course is this car's domain."

I mentioned low production. Here are some M Registry U.S. numbers:

**M COUPE:** For its U.S. production run from September '98 through June '02, there were a total of 2,870 M coupes (6,318 worldwide). Two M coupe versions were produced; the S52 (240hp) from 1998–2000, and the S54 (315hp) from 2001–2002. For the U.S., 2,180 are the S52 and only 690 are the S54.

**Z3 COUPE:** Of the non-M model, only 2,051 U.S. Z3 coupes were produced. It also had two versions; the 2.8 Coupe (193hp) from 1998–2000, and the 3.0 Coupe (225hp) from 2001–2002. Only 991 were 2.8 Coupes and 1,060 were the 3.0 Coupe.

To answer any more questions you may have regarding the Z3 coupes, an excellent source is the FAQ section out on the BMW M-Registry website at [http://www.bmwregistry.com/model\\_faq.php?id=17](http://www.bmwregistry.com/model_faq.php?id=17).

So much more could be said about this rare little car. But I'll let all of the owners tell you in person when you attend this year's Puget Sound Region BMW CCA Concours d'Elegance car show on July 23. For those of you who do not know, the Z3 coupe is the featured car this year. You can see for yourself why they say the Z3 coupe "... is a lot like nothing else!" Hope to see you there!

*Doug Mill, Y2KMcoupe@aol.com  
Contact for E36/8 SIG and  
the Northwest Coupe Groupe  
(55 strong on the roster)*



Photos by BMW Press.

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Photo by Keith Fournier.



Keith Fournier's 1999 Arctic Silver M coupe first in line at a NW Coupe Groupe event.



Clyde Carpenter's 2001 Atlanta Blue 3.0 coupe.

Photo by Clyde Carpenter.

# COUPE



A BMW press photo of an M coupe. INSET: July 23rd Concours d'Elegance participants will receive a magnet like the one shown.





**Geoff Griswold's 2000 Estoril Blue M coupe at a Bremerton Club driving school.**

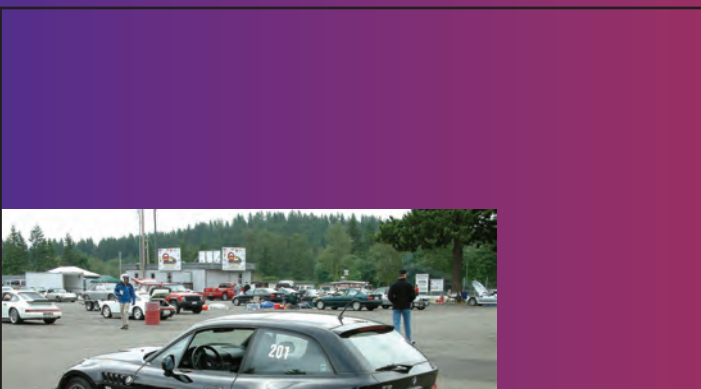


**Brad Nelson's 2000 Imola Red M coupe.**

Photo by Brad Nelson.

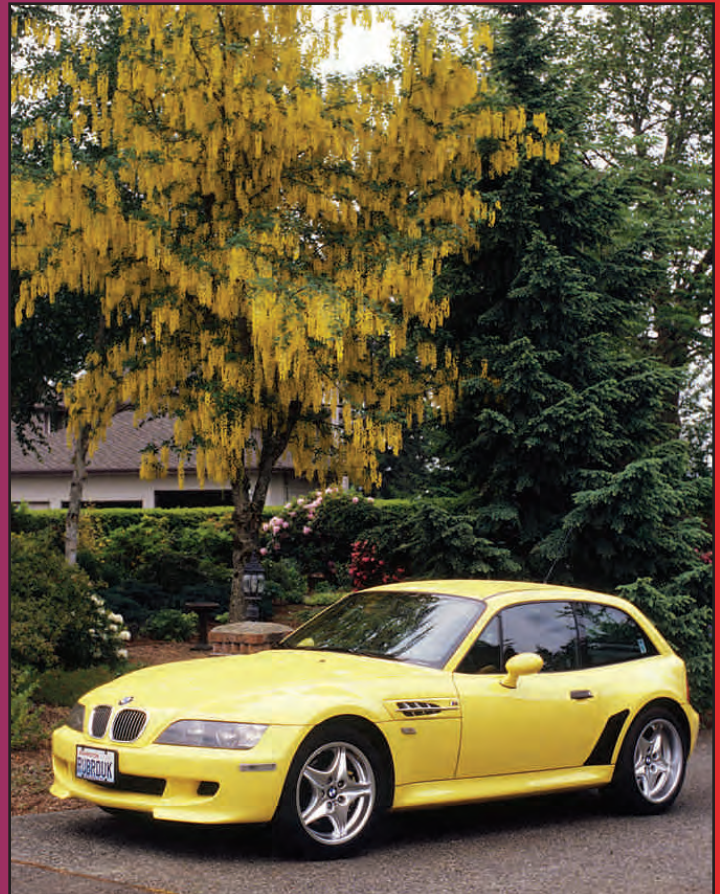


**Doug Mill's 2000 Titanium Silver M coupe seeing air in the Corkscrew at Laguna Seca.**



**Jim Heit's 2000 Jet Black 2.8 coupe at a Pacific Raceways BMW Club driving school.**

Photo by Brad Nelson.



**Doug Barritt's 2000 Dakar Yellow M coupe.**

Photo by Duane Montagne.



**Alan Donaldson's 2000 Evergreen M coupe.**

Photo by Alan Donaldson.



**Jerrett Cangie autocrossing his 2001 Imola Red M coupe at Packwood.**

# Why the Coupe?

## Doug Barritt

First of all, I've always liked handling a car or a motorcycle at speed, especially on twisty roads. But driving the way I like to drive has become almost impossible on the state highways anymore (if you value your license!). So I started participating in track events with the BMW Club in 1995. I initially learned track handling skills with a '94 325i coupe, then a year or so later, I moved up to a '95 E36 M3, which was a truly fine handling car, if you were willing to give up some ride comfort on the highway. In 1998, the M3 morphed into a gorgeous black '97 540i/6-speed (as fast, but smoother, roomier and more comfortable). But I quickly deemed the 540i "too nice" (read "expensive") to thrash around on the track (the weight is brutal on tires and brakes). I needed "something lighter for the track." The solution (at the time) was a '98 Z3 2.8 Roadster which I happily campaigned for a few years, though I noticed its tendency to develop "cowl shake" and wiggle around when driven hard. In the meantime, my buddy Doug Mill had acquired one of those funny looking M Coupes, and he was turning in some pretty quick lap times at the track. I took a ride with him. "Wow! This thing goes!" Later, he allowed me to drive his car on the street. The tight handling and absolute absence of any shake on rough surfaces really impressed me; this car was tight! It was becoming abundantly clear that this was truly a driver's car, no doubt about it. Suddenly, the odd looks of the car began to seem more purposeful. I soon was looking at acquiring a two-year old 2000 M Coupe in Dakar Yellow with only 12,000 miles on it. Perfect condition, still under warranty. But Meg and I were a bit concerned about how normal people would react to the car's unusual shape, and especially the color: Was it just too much? Fortunately, the dealer was kind enough to allow us to take the car for an extended test drive. We were pleased both with the driving aspects, and the reactions we observed. We got lots of smiles, waves and thumbs-up, especially from young boys (analyze that!). The more we drove it, the more comfortable we got (had to have it!). Hours later, we

closed the deal, and we've been happy with it ever since, though my wife did hate giving up the Z3 convertible. I've taken the Coupe to the track three to four times per year since purchasing it in 2002, and have enjoyed every minute of it. Meg has taken the Coupe through the Club's Car Control Clinic as well. We both feel safer in the Coupe than in the roadster. The car is just so competent "as is." All I needed to change for the track were the wear items: R-compound tires, forged wheels (for strength and lightness), track brake pads, and high temperature brake fluid. I suppose some suspension mods and a five-point harness would make it an even better track car, but I didn't want to destroy its excellent highway driveability, nor change its stock look. In my book, the M coupe is a truly impressive design, right out of the box. It may have captured only 2-3% of Z3 sales, but I'm sure glad I have one. Long live the Coupe!

## Jerrett Cangie

As one of the ad campaigns for the M coupe said, they are "a lot like nothing else." There aren't many cars that can match the grin M coupes put on their owner's faces nor the stares and positive comments you get from nearly everyone

who sees the car. They are rare (less than 690 S54 equipped M coupes were made), incredibly fun to drive and offer nearly unmatched performance for the money. I autocross mine on a regular basis with the SCCA against modified Vipers, 911s, Z06s and other high end sports cars. The coupe holds its own to say the least, consistently finishing in the top of the field.

## Keith Fournier

In the spring of 1999 I was shopping for a new M3 at BMW of Bellevue when I encountered a brand-new Arctic Silver M coupe sitting on the showroom floor. At the time, I just didn't get it, and when a salesman asked me what I thought, I just shook my head, dumbfounded. I did buy a '99 M3, which I owned for about five years, but during that time a curious thing happened—I developed a case of Coupe lust. My fate was sealed when Doug Mill offered to let me drive his 2000 M Coupe—What a car! I began shopping for an M Coupe in earnest shortly thereafter, and eventually found an early-build car locally through Club member Denny Organ. My Coupe is Arctic Silver with the two-tone black and grey interior. It is my daily driver, with 77,000 miles on the clock at present



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(more than my '88 M3!). We have also spent many happy days together at the track. This is one of the most fun cars I've ever owned, and I look forward to driving my Coupe every day!

#### **Geoff Griswold**

The M Coupe is the best sports car I've owned. The dependable, strong, silent type. I have not had the need to curse the English 'Prince of Darkness' or the Prince's Italian cohorts. This is a slice of driving heaven!

#### **Lucetta Lightfoot**

My M coupe is the best handling, best driving and most fun BMW I have ever driven! I have owned BMWs since buying my first one in 1977. I have driven many more than I have owned and the Coupe is by far the one for me!

#### **Doug Mill**

Owning a '57 Chevrolet Bel-Air show car, everyone thought I'd get a new Corvette when it came time for me to buy a sports car. Well, I wanted something different and "... out of the norm." The BMW Z3 ///M coupe is that car! Only 2600 were built for the States from August 1998 through May 2002, making them extremely rare. Everyone knows what a Corvette is, but only the true enthusiast knows what my ///M coupe is!

*The Utility:* This was my daily driver until my retirement in March 2003. It made my work commute actually something to look forward to! It also has taken my wife and I to Southern

California a couple times in complete comfort, the hatchback design providing plenty of luggage space for two.

*The Fun:* My passion with my Coupe has been participating in driving events at various road courses, having driven most on the West coast. This includes the California courses of Laguna Seca (Monterey), Sears Point (Sonoma), and Thunderhill (Willows). Portland, Spokane, and of course, home track Pacific Raceways, have also been enjoyed. This car's domain is on a road course! Belonging to the BMW Puget Sound Region Chapter of the BMW Car Club of America has given me this opportunity. Adding some track tires and racing brake pads to an otherwise stock vehicle, I have given several friends rides and they are amazed at the performance capabilities of the Coupe. Fun? You bet!

*Summary:* Since its purchase in May '99, I still smile every time I get behind the wheel of this funky little car, the ///M coupe.

#### **Scott Mountney**

I have always been a fan of small hatchback cars and also cars with their own unique style. The M coupe represents a great combination of these ideas along with legendary BMW performance. I also love having an uncommon car that people either love or hate. My first love is classic cars and I rarely drive anything too new, but the M coupe screamed classic from the first time I saw it. Driving it to work every day is a pleasure.

#### **Brad Nelson**

Well, like the ad said, It's a lot like nothing else. I loved it from the first time I ever saw one. Since then I've always wanted one. It combines performance and styling like very few cars do. Plus, it's a BMW!

#### **Dale Rings**

In the July issue of *Sports Car International*, automotive journalist Del Coates had an article that included the history of the early "shooting brake." These were horse drawn wagons, and later, early automobiles, used by landed gentry and configured to take guests, guns, and a nice lunch out on the estate's grounds for hunting, hence the term. He goes on to mention four modern iterations of these vehicles, including the 1971 Volvo P1800 ES, the MGB-GT (I had one of those in the 70s, so I have a history with the profile), the E-Type Jaguar Coupe, and the BMW Z3. That's some pretty nice company. His conclusion is, "The newer shooting brakes have everything going for them: The spirit of a sports car, the utility sorely missed by the typical sports car owner; and, by virtue of its traditional associations with the landed gentry, a touch of class." Couldn't have said it better myself.

It seems the longer I have owned my Imola red M coupe, which is now seven years, the more compliments and positive comments I receive on it. The most recent ones came at a Memorial Day weekend car show at Boulevard Park in Bellingham. One man spent about twenty minutes slowly circling the car and then said, "There's not a bad angle from which to view this car, which can't be said about many." Then, as I was leaving, a fellow stopped me and said, "I don't really like BMWs, but that is the most beautiful car I've ever seen." Of course, that's not a universally held opinion, but it sure is nice to hear those kinds of comments about the Coupe.

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IT IS NOW OFFICIAL. BMW VIN 1663328 is now legally registered as CV 38350, a 1969 BMW 2002. For all of you following the story of my 2002Ti getting totaled in my driveway, it has come to a good resolution. I finally went through the process to get it re-registered and titled at the Washington State Patrol inspection station in Bellevue. The inspection process for an older car was really very simple. I was prepared for the worst, with all the documents for the repairs and the parts used, but the inspecting officer and I started talking about classic car insurance, and he never asked to see the paperwork. He just went outside, took a look at the car and then signed me off. My next stop

was my local licensing place where I was issued another "classic car" registration and license plate.

It's a really nice feeling to have my very old friend back on the road. It still needs a bit of bodywork on the driver's side rocker panel, paint prep and a repaint, but the front suspension is fully refurbished and everything else still works. Whenever I take it out for a spin, it brings a big grin as I mash the right pedal and hear those sidedraft Webers roar.

Why did I go to such lengths to have a 37-year-old BMW fixed? Once upon a time David Lightfoot wrote about my ultimate "Club" 2002 when the car had only 320,000 miles or so. Many



long-time Club members who know me and the 2002 will understand, but others might wonder what all the fuss is about. My ownership story is one of love at first drive. It's an interesting story.

It was 1973; I had driven an army buddy's 2002 through Laguna Beach Canyon and fell madly in love with the car at the first set of connected turns. At the time, I was driving a 1966 VW Bug,

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so you can imagine why a 2002 was so much fun. I immediately started looking for one, and found a 1969 2002 with 68,000 miles on it in North Hollywood. I bought it for my birthday in January 1974, and soon found that one of the front struts was bent; this started the 32-year love affair of working on it. I quickly discovered the Los Angeles chapter of the BMW Automobile Club of America (BMW ACA) and the valuable assistance of BMW club people.

After finishing college in 1974, I promptly moved back to the Seattle area. I got hooked up with the Puget Sound BMW ACA gang. Dan Patzer started me headlong into a lifetime of modifying the car with a pair of factory Solex side draft carburetors and manifolds he had brought back from Germany. When it came time for the first of three engine rebuilds, I went with the usual improvements:

Euro high compression pistons and a "Ti/SA" reground cam. After that came the 2002tii struts, the bigger brakes, the five-speed 320i transmission, the 75% limited slip, the trick Schrick cam and . . . you get the idea. I was always one step behind people such as Byron Sanborn, now one of the chief mechanics at Vintage Racing Motors. It was all about improving autocross preparation. I drove it as my daily driver until about 2002, when I built my 1986 325es/is E30. Over the years I learned a lot about building souped-up M10 motors from the likes of Byron, Dan P. and Johnnie Maloney at Autosport. The car has been to many Club track days and ran in a whole lot of autocrosses in the 80s. It has at least 2,000 miles at the track.

Now that I don't have to drive it to work every day, I can tune it as a pure track vehicle and forget about the

**Now that I don't have to drive it to work every day, I can tune it as a pure track vehicle and forget about the compromises I had to make in earlier years.**

compromises I had to make in earlier years. I'm taking out the back seat and putting on 2002 Turbo fender flares and larger wheels and tires. I want 15 x 7s and 205/50-15 "R" rubber. It will fit the Pro3 spec tires with the turbo flares so I can try out some Toyo RA1s. The car has had 13 x 5-1/2 wheels forever. It's more than the 205/60-13 Yokohamas can handle. I can spin those tires at will in second gear on anything cooler than hot pavement.

The motor doesn't need anything but a valve adjustment and the clutch could use a new disc. The differential might need a rebuild or replacement. It has 433,000 miles on it and with better grip I worry about how well it will hold up. It will be back out on the track as it is a real blast to drive in an aggressive manner.

I just took a break from writing and went for a drive. It's nice to remember why I loved it at first and why I had to bring it back to life. It's a genuine kick to drive. The throttle response of a M10 with sidedrafts is so much faster than the 325i it's not funny. Makes for simple heel-and-toeing. The

newly refurbished front end with urethane bushings and all-new steering parts steers so sweetly, it's better than a new 2002. The engine pulls mighty hard. It has very little understeer and can be pointed so responsively with the throttle. It's a big brick at higher speeds but with the 4:11 final drive, it's always been mighty quick to about 70-80 mph.

My 325is is faster on the top end, but not to eighty. The 2002 has around 170-175 hp and weighs 2,200 lbs. The 325is has about 168 hp and is around 2,800 lbs with taller gears. That's around 13 lbs/hp for the 2002 but 16.5 lbs/hp for the 325i. I need to set up a "G-Analyst" acceleration match between the two cars, or I should tune the 2002 as sweet as can be and put it on a dynamometer some day and settle the HP question once and for all. The 2002 chassis, as set up over all these years, really only lacks better wheels and tires and then it's going to be better than ever. (Hopefully it won't be too long after the house gets painted, Linda!) 2006 is looking kind of like 2002 again, at least for part of the summer!



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# Ten Years of Curves: The Main Event

FEW FOLKS outside of BMW Roadster/Coupe ranks have heard of or know anything about the annual "Roadster Homecoming" event. The Homecoming is held at the BMW factory in South Carolina on Labor Day weekends.

It started in 1996 shortly after BMW Z3 Roadsters were introduced for sale, and during the time of the Atlanta Olympics. A group of Roadster owners from Atlanta, joined by other Z3 owners from around the country, met at the factory over Labor Day for tours. This became the Z3 Homecoming. Now officially known as Roadster Homecoming, the event has been held annually since, and the BMW factory sponsors the event. This year, 2006, is the tenth Homecoming. For west coast Z3 drivers, getting to the factory is a large investment in time, and effort.

Blaine Clark, also known as Z3BigDaddy, in conjunction with other Z3 owners, set up what is essentially a tenth birthday party for the Z3, as the cars were first released to dealers in early 1996. He came up with a plan for a homecoming-like event, but relatively easily accessible to the west coast Z3 drivers. He chose the Palace Station Hotel and Casino in Las Vegas for the location and scheduled it for the last weekend in April.



As an event, it was fairly well attended. About fifty Roadsters from all over the country and Canada showed up. Two cars were from British Columbia, one from Washington, and two from Oregon. Minnesota, New Jersey, Illinois, Arizona, Texas, Nevada, Montana, and California were all represented. Thus "Ten Years of Curves" was born.

External sponsors were minimal, but the event schedule included two drives, and a banquet. The Friday event was a drive to Mt. Charleston, north of Las Vegas. We held a drivers meeting, set up meeting spots, went over the route, and we were off! Watching all the Z3s come out of the hotel parking-garage was quite a sight.

From my point of view, it was rather impressive, forty Z3s all lined up at the stoplight. We headed north out of town on US 95, into the desert heat, looking for cool altitude. The drive up 95 was spent getting photos of cars, a little zooming, and generally feeling our oats in a group!



We turned west on Lee Canyon Road, and drove through the Desert View Natural Environment area. It looked a lot like the rest of the land in Nevada! We found twisties, and cool temps as we climbed up toward the Mt. Charleston



ski area. Up in the ski area parking lot, we lined up for pictures.

After leaving the ski area, we drove around the main mountain peak on more twisties, to the Mt. Charleston Lodge. We had a nice group lunch overlooking the Kyle Canyon. It was a pleasant interlude!



The drive back into town was *on our own*. We headed for Las Vegas Boulevard (the Strip) and looked at all the different casinos. Other drivers attended two tech sessions. One session was with Paul from StrongStrut, installing a strut bar

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onto Blaine's Z3. Fred held a session on installing Whalen Seat Bushings to stop the notorious Z3 seat-rocking problem.

No group event was scheduled for the evening, so we went to the Cirque du Soleil show at the Treasure Island Hotel. That was an impressive show, and we thoroughly enjoyed it. Saturday was scheduled for another drive, this time into the desert, Lake Mead, and the Valley of Fire. We got all kenneled up, and headed south towards Henderson. Shortly after we entered the Lake Mead National Recreational Area, we stopped for a potty break near Las Vegas Bay on the western end of Lake Mead. The group then headed out in the wrong direction, and during the about-face movement, one of the Roadsters got t-boned by a van that was driving too fast. Wayne (Buddy) and Kathy were shaken up, but not severely injured, and apparently the car is repairable. The situation and

heat caused Carol and I to abandon the group and proceed independently. The group finished the drive to the Valley of Fire, and had a good time, even if a little subdued.

Carol and I went on to Hoover Dam to scope things out, as we didn't get much of a chance to see things on Thursday. We parked, and walked out on the dam, and took many pictures. The best one was of the statue commemorating the "high scalers" that helped build the dam. We then headed back into town, spent some quality time in the pool, and generally rested up for the trip home.

The banquet was held in the hotel casino, and was quite an event. Door prizes showed up from StrongStrut, Kenworth Truck, ZSCCA, and the best was from the BayAreaZ club, with an all-expenses trip to Homecoming, won by one of their own, bdougr. In addition, a kitty of over \$800 was collected for Wayne (Buddy) and Kathy, to cover incidental expenses due to their accident. After dinner, we retired to the parking garage for group pictures.

Thanks to Z3BigDaddy, KayZeeya, and Ryder for putting this event on, and leading our drives. Kay and her hubby AudiBoy, as local residents, made sure all the myriad tiny details were handled. It was a fun event. All that is left now, is the drive home.



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## BMW and Bratwurst

IF YOU THINK YOU LOVE German engineering, try German food sometime. I know this is out of the whole car theme, but is it really? Maybe we should have a “BMW and Bratwurst” gathering. In case you were to have such a gathering. Let me share some thoughts or ideas.

Imagine this if you will: it's a very nice day, let's say about 72 degrees, there is a very subtle breeze and sun is the only thing in the sky.

There are forty or fifty BMWs of all ages and models parked on freshly cut grass, the kind of grass were it feels like a carpet under your feet. There are pleasant and leafy trees scattered about shading the uncompromising BMW owners while they lounge around sipping their beverage of choice and discussing life's little secrets. Wafting in the air is the smell of the grill and the sounds of small children laughing.

Ahh, so we got to the grill, but what you ask is that wonderful aroma. Let me share a couple of my beloved German recipes with you.

The first comes straight from a friend of mine whose mother was born and raised in Germany. I give you Schnitzel:

### SCHNITZEL

Butterfly a pork chop and then, with a meat tenderizer beat it to within a quarter inch of its life. Seriously, it needs to be very thin.

Whip up some eggs in a bowl and drag the pork through the egg until it is fully wet. Then dredge it in Krusteaz Bake and Fry coating mix. I like to add some spices to the mix such as pork rub and cayenne to taste.

Now you have three ways to cook the Schnitzel: you can deep fry it, you can bake it or you can grill it. All work very nicely, but remembering we are outside, let's grill it.

Keep the grill on medium to low heat and make sure it is coated with a cooking spray or you will lose the coating. Heat low and cook slow.

After they are cooked to a golden brown, place them on dark rye bread with a good German sweet-hot mustard. I recommend Inglehoffer Sweet Hot. I also suggest a good helping of coleslaw on top of the mustard. You can find coleslaw mixes in the pre-bagged lettuce section of the grocery store. I recommend the type with coleslaw and dressing in the bag. There you have Schnitzel.

Now let's talk about the other smell in the air, my favorite, mmmmmm Beer Bratwurst. Okay, if you have never tried this, it is an absolute must. This is as simple as it gets. *(Even if you do not like or drink beer, you have to try this.)*

### BEER BRATS

#### INGREDIENTS

10 FRESH BRATWURST

Johnsonville are just fine.

10 BRAT BUNS

Hot dog buns are a disgrace.

Don't use them.

#### GRILL

Gas or charcoal briquette.

#### HOLDING SAUCE

See recipe below.

#### CONDIMENTS

Ketchup (optional), brown mustard or yellow mustard, chopped onion, sauerkraut. (I recommend Claussen bottled sauerkraut).

While you're waiting for the grill, prepare the *Holding Sauce* (recipe below). When the grill is ready place bratwurst on grill, 7-9 inches above the heat, turn often until done, approximately 20-25 minutes. The brats are done when you squeeze them gently and they feel firm. Heat low and cook slow.

True bratmeisters use their fingers instead of tongs to turn their brats, so they can feel when the brats are firm and therefore cooked. Turn brats often; otherwise they will be an ugly black burnt shrivel on the outside.

When brats are done, hold them in the *Holding Sauce* until ready to eat. Serve on a brat bun, dressed with your favorite condiments.

#### HOLDING SAUCE FOR 10 BRATS

- 4 BOTTLES OR CANS BEER (the cheaper the better)
- 1 LARGE ONION, CHOPPED
- 1 STICK BUTTER (optional)

Mix ingredients and bring to a simmer. Hold grilled bratwurst in sauce until ready to eat. *NOTE: Do not let sauce boil.*

For best results marinate brats in beer for 24 hours before cooking. The brats are simmered in beer and chopped onion for twenty minutes before grilling. The simmering liquid is then discarded. Use fresh beer and onions for the *Holding Sauce*. Since the bratwursts are pre-cooked in the simmering stage, the purpose of the grilling stage is merely to brown the brats and add smoke flavor.

Now we have German cars and German cuisine; if you think brats aren't cuisine, wait until you try one. Remember you were once skeptical about BMWs too. Just try one.

Dave Cook  
davecook@liv2drv.net  
www.liv2drv.net

*EDITOR NOTE: We found it appropriate to have columnist Cook share some German recipes with Bimmer fans!*

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How do you want to drive ?

## The Mighty Sturgeon



THE SEATTLE 7S AND THE SEATTLE 5S will be taking on the sturgeons of the mighty Columbia River. Sunday, July 2 we will be heading down on a leisurely drive stopping along the way at the Ranch House BBQ. With approximately 150 ribbons and awards to their name along with the title of 2003 Jack Daniels World Champions this is sure to be a treat. We will spend the night in the Ilwaco-Long Beach area. Early Monday

morning we will jump on to the Coho King with Coho Charters for some exciting fishing. Ten to fourteen-foot sturgeon are occasionally hooked on the Coho but even a three-footer will give you something to shout about. We will return to Seattle later that evening. For more information please contact Matthew Mar at MMar@Seattle7s.com. Space is limited and on a first-come first-served basis. *Matthew Mar*

Desig.	Series	Years	Contact	Phone #	E-mail and/or website
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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/
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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 www.nw8s.com
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



# 2005 Financial Report

A RECENT THREAD ON THE CLUB'S WEBSITE served to remind me that once a year we publish the chapter's financial statements. The Club has substantial cash reserves which serve as a nice buffer for times when the finances aren't so rosy. The cash reserves also provide us with the working capital an organization this size needs. For example, we will probably pay between \$30,000 and \$40,000 this winter to hold our 2007 track dates.

The chapter is a non-profit corporation but not a charity. Under the Internal Revenue Code we are a social club. Our purpose is to maximize member benefit. This is a fiduciary responsibility that the Board of Directors takes very seriously.

Generally, members' dues go mostly to the *Zündfolge* as this is the benefit that everyone receives. Events are usually planned to break even since only a few members benefit from any given event. Some events have no

revenues, so the event's expenses, usually minor, are paid for by the Club treasury.

If you're still with me, while reading the Income Statement, match up the revenue with the related expense. For example, Driving Event Income less Driving Event Expenses are a virtual breakeven. With the *Zündfolge*, the costs exceed the advertising income by a substantial margin. The rest of the costs are covered by the chapter treasury; that is, your dues. By chapter policy, the *Zündfolge* subsidy is limited to 85% of membership dues.

As a non-profit organization we generally try to come close to breaking even for the year. Last year we made a bit of money. If you have any questions about these financial statements, please contact me or come to a Board meeting.

David Lightfoot, Treasurer  
425-881-5072  
d.lightfoot@comcast.net

## Balance Sheet At December 31, 2005

Cash	\$70,044
Accounts receivable	8,989
Prepays	23,281
<b>Total Assets</b>	<b>\$102,314</b>

Current liabilities	\$525
Retained earnings	101,789
<b>Total Liabilities and Equity</b>	<b>\$102,314</b>

## Income Statement For the Year Ended December 31, 2005

Membership dues	\$44,063
Driving event income	64,630
Zündfolge ads	35,575
Other event income	37,938
Merchandise sales	2,389
Interest	37
<b>Total Revenues</b>	<b>184,632</b>

Zündfolge expenses	61,018
Driving event expenses	64,039
Other event expenses	37,254
Meeting expenses	1,782
Charity	4,900
Merchandise	2,737
Administration	3,109
Web hosting	838
<b>Total Expenses</b>	<b>175,677</b>

<b>Net Income</b>	<b>\$8,955</b>
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## BMWs for Sale

**2000 E39 540iA:** Titanium silver with grey leather, strong 4.4L V8, 282bhp w/ 310ftlbs torque, Steptronic transmission, sport and cold weather packages, Shadowline trim, DSP sound, M-twin spoke wheels, nonsmoker, excellent condition inside/outside/mechanical. Inspection II completed. Bought at Park Place, maintained by Strictly. All documents. Never on track or raced. 71,000 miles, \$25,950. Call me to run down the list of features. Contact Chris at 425-985-5085 or manzione@cablespeed.com.

**1992 325i:** Black with black leather, and CD changer. New tires. 172,000 miles. Good condition. Selling because I am moving to England. \$3,500. I will be out of town June 25 to July 3. Best contact via email: mark@nwra.com or call 425-557-0788.

**1988 635CSi:** WBAEC8411J3267482. Silver with gray leather interior. Power windows, sunroof, all options with primo tool kit, 7 series rims and newer tires (stock TRX rims and tires also available). A/T, Stock BMW cassette sound system. All receipts last four years. 127,000 gentle miles—non smoker. WA license plate—"635MVP" Middle-age crisis (my need for a convertible) forces below book sale at \$4,995 OBO. Contact Mark Nesse at mnesse1@msn.com or 425-259-4540.

**1988 325ix:** Two door, rare dark silver paint with black leather, electric sunroof and windows, sport seats and original tool kit. Upgrades include Bilstein shocks, performance chip, K&N air filter, CD player. 143,500 miles, well maintained with battery, timing belt, windshield, clutch fan, thermostat and belts replaced at 127,500 miles. Tires have under 10,000 miles. Includes THULE roof rack and rocket box. Needs one coolant hose replaced and the paint on the roof and trunk are rough. \$7,500. Pictures at "88ix for sale" on <http://groups.yahoo.com/group/thebmw325ixclub/>. Contact mjaten@yahoo.com or 206-909-0339.

**1984 533i:** WBADB6300E1190993, Delphin/ pearl beige leather, 5-speed, 3.25 LSD, 230,000 miles. Cylinder head overhaul at 140,000, everything else since. Bilsteins, 4 Hella headlights, 225/60VR 15 Yokohama dB tires on E34 535 wheels. Recent 30,000 service, including all filters, belts, hoses, water pump and thermostat. 35,000 on clutch, less on driveshaft/guibo. Suspension tight, AC blows cold, brakes good. Synthetics in engine, transmission and differential—no leaks. All service records/receipts—bring wheelbarrow. Some spare parts. Interior fair, except wheel and driver's seat. Dent in RR quarter panel, rust on hood—needs paint badly. Wife says, "Good restoration candidate." I say, "Not me." Chuck Christensen 206-784-4496, 206-235-6658, janetzenier@hotmail.com. \$2,200.



## Parts for Sale

**Two 2002 Engines and misc. parts:** 32/36 Carburetor with Manifold, Rebuilt Cylinder Head. One Corbeau Sport Seat with TRW Seat Belts. Make offers. Contact Chris at 425-876-6464.

**Blizzak snow tires for E36:** Four 205/60-15 Blizzaks on steel rims with wheel covers. Good condition. \$150. I will be out of town June 25 to July 3. Email mark@nwra.com or call 425-557-0788.

## Miscellaneous

**Puget Sound Region Club logo shirts for sale:** Adult sizes. Short and long sleeve T-shirts, sweatshirts and beautiful embroidered Land's End shirts available. Contact Lance Richert for details and pricing at [Lance@Richertnet.com](mailto:Lance@Richertnet.com).

## Wanted

**E30:** Looking for BMW E30 for use in PRO3 Conference Series. Setup or as is. Contact David Marcarian at [dmarcarian@yahoo.com](mailto:dmarcarian@yahoo.com).

DEADLINES

July 4: August 2006 Issue / August 1: September 2006 Issue

**Classified Advertising Policy:** Classified ads are free to current members. *Zündfolge* staff reserves the right to edit all classified ads. Ads must be typed and emailed to Lucetta Lightfoot at [lucettalightfoot@msn.com](mailto:lucettalightfoot@msn.com) or sent to *Zündfolge*, c/o Lucetta Lightfoot, P.O.Box 99391, Seattle, WA 98139. **All ads must be submitted for EACH publication.**

## BMW Car Club of America Puget Sound Region Club Discount List

Discounts can be one of the most valuable benefits of membership (most members save many times their annual Club membership fee). You must let any participating business know that you are going to use your Club discount when first talking to them and be prepared to show your BMW CCA membership card. This will help them in preparing the paperwork and save you the possibility of having your discount denied. Do not negotiate your own discount and then expect the business to add the Club discount in as well.

Some of the participating businesses may be part of a chain operation. The discount is only good at the location listed below.

### Auburn Foreign Car

10% discount on both parts and labor, maximum discount of \$50  
725 Auburn Way N., Auburn, WA  
877-833-8161 (toll free)  
Web Site: [www.auburnforeigncar.com](http://www.auburnforeigncar.com)

### Autobahn Custom Detail, LLC

10% discount on all services (no dollar limit).  
2150 Carillon Point, Kirkland, WA  
425-828-7190  
Web Site: [www.autobahndetail.com](http://www.autobahndetail.com)

### Big O Tires (Issaquah Store only)

10% discount on products only  
60 NW Gilman Blvd, Issaquah, WA 98027  
425-391-4161  
Web Site: [www.bigotires.com](http://www.bigotires.com)

### Bimmers Only

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12724 Marine Drive, Marysville, WA 98271  
425-259-3601  
Web Site: [www.nwlink.com/~bmrfamily/](http://www.nwlink.com/~bmrfamily/)  
E-mail: [bmrfamily@nwlink.com](mailto:bmrfamily@nwlink.com)

### BMW of Bellevue

15% on parts and 10% on labor  
13617 Northup Way, Bellevue, WA 98005  
877-411-6940 or 425-643-4544  
Web Site: [www.bmwbellevue.com](http://www.bmwbellevue.com)  
E-mail: [customerservice@bmwbelleuve.com](mailto:customerservice@bmwbelleuve.com)

### BMW Northwest

10% on parts  
4011 20th St. E., Tacoma, WA 98424  
253-922-8700 or 800-225-2022  
Web Site: [www.bmwnorthwest.com](http://www.bmwnorthwest.com)  
E-mail: [info@bmwnorthwest.com](mailto:info@bmwnorthwest.com)

### BMW Seattle

10% on labor and factory original parts,  
10% on selected accessories  
Varying discounts on non-BMW parts and accessories, including Dinan items (These discounts cannot be combined with other discounts)  
714 E. Pike St., Seattle, WA 98122  
Service: 206-328-2300,  
Parts: 206-328-7788  
Web Site: [www.bmwseattle.com](http://www.bmwseattle.com)  
E-mail: [stravis@lithia.com](mailto:stravis@lithia.com)

### Car Tender

10% discount on parts and labor, subject to a maximum discount of \$150  
1706 - 12th Ave., Seattle, WA 98122  
206-324-0345  
Web Site: [www.car-tender.com](http://www.car-tender.com)  
E-mail: [steve@car-tender.com](mailto:steve@car-tender.com)

### Collision Craft, Ltd. (Eastside)

15% discount on deductible  
9125 Willows Road, Redmond, WA  
425-883-8556

### Dependable Wheel Repair

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415 S. 7th St., Renton, WA  
425-226-8711  
Web Site: [www.DependableWheel.com](http://www.DependableWheel.com)  
E-mail: [WheelRepair@gmail.com](mailto:WheelRepair@gmail.com)

### Eastside Bavarian

10% discount on labor  
6000 221st Pl., Issaquah, WA 98027  
425-391-1990  
Web Site: [www.eastsidebavarian.com](http://www.eastsidebavarian.com)  
Email: [dave@eastsidebavarian.com](mailto:dave@eastsidebavarian.com)

### European Auto Clinic, LLC

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E-mail: [wiesje@autohoundcollision.net](mailto:wiesje@autohoundcollision.net)

### German Car Specialists Inc.

15% on parts  
12408 S.E. 38th, Bellevue, WA 98006  
425-644-7770  
Web Site: [www.germanauto.com](http://www.germanauto.com)

### Strictly BMW

Independent Service  
10% on everything subject to a maximum discount of \$35  
2111 140th Ave. N.E., Bellevue, WA  
425-747-6044  
Web Site: [www.strictlybmw.com](http://www.strictlybmw.com)  
E-mail: [sbmw@halcyon.com](mailto:sbmw@halcyon.com)

### SWERVE Driver Training

SWERVE offers the Reality Check, a crash course in collision avoidance. Club member price is \$149 (regular is \$199). The Reality Check is a four-hour program designed to improve the skills of young drivers.  
425-883-9434  
Web Site: [www.goswerve.com/program-the-reality-check](http://www.goswerve.com/program-the-reality-check)

*This discount list is maintained by Jim Millet. If you would like your business included, or have questions, corrections or comments, contact him at 206-542-5237 or [jimmgloriamillet@comcast.net](mailto:jimmgloriamillet@comcast.net).*

## ZÜNDFOLGE MAGAZINE 2006 ADVERTISING RATES AND TERMS

AD SIZE	WIDTH	HEIGHT	REGULAR RATE	DISCOUNT RATE
Inside Front Cover	7 1/2"	10"	\$ 389	\$ 350
Inside Back Cover	7 1/2"	10"	294	265
Page 1 (full page only)	7 1/2"	10"	331	298
1/2 Inside Back Cover	7 1/2"	4 3/4"	181	163
2/3 Outside Back Cover (Color)	7 1/2"	7"	448	403
Full Page	7 1/2"	9 5/8"	294	265
2/3 Page	4 7/8"	9 5/8"	236	212
1/2 Page, Vertical	4 7/8"	6 1/2"	181	163
1/2 Page, Horizontal	7 1/2"	4 3/4"	181	163
1/3 Page, Vertical	2 3/8"	9 5/8"	141	127
1/3 Page, Horizontal	7 1/2"	3 1/4"	141	127
1/3 Page	4 7/8"	4 3/4"	141	127
1/4 Page	4 7/8"	3 3/4"	108	97
1/6 Page-Vertical	2 3/8"	4 3/4"	96	86
1/6 Page-Horizontal	4 7/8"	2 3/8"	96	86
Business Card	3 1/2"	2"	70	63

**Rates include** \$2 per month advertising membership fee. The balance of the rate is for advertising. Only BMW CCA PSR members may advertise in Zündfolge. The frequency discount is approximately 10% and is available to advertisers who commit to an advertisement in every issue for one year.

All copy must be camera ready, sized correctly and received before the first of the month for the following month's issue. We can aid you with ad composition, for a charge, if you do not have an outside agency. Ad files should be 350 dpi tif for photos or 850 dpi tif for text only files. If you have any questions, please call Jim Millet at 206-542-5237.

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