



JULY 2007

Zündfolge

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



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KALENDER

June 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.

June 30- July 1

SOVREN Historics at Pacific Raceways.

The Club will participate in the Car Corral during the SOVREN Historics. The Club contact is Lucetta Lightfoot at lucettalightfoot@msn.com.

July 2

Deadline for the August 2007 *Zündfolge* issue, all submissions must be received by this date. Send to the *Zündfolge* Editor at lucettalightfoot@msn.com. (Note: deadline is on the first Monday, not Tuesday.)

July 7

Olympic Peninsula Tour. See article in this issue, or check the Club Events section of the bulletin board at www.bmwpugetsound.com for details. Please email RSVPs and questions to Scott Hieronymus at scottlaurie2@comcast.net.

July 26

Board Meeting, starting time is 6:45 p.m. All members are welcome to attend. Contact the Club President to RSVP and for meeting location.

July 29

Concours d'Elegance at Cedar River Park, Renton, WA. Contact Lance Richert for more information at lance@richertnet.com.

August 5

BMW Club Hospitality Tent at ICSCC amateur road racing, Pacific Raceways, Kent, WA. Contact Lance Richert at Lance@Richertnet.com for more information.

August 7

Deadline for the September 2007 *Zündfolge* issue, all submissions must be received by this date. Send to the *Zündfolge* Editor at lucettalightfoot@msn.com.

August 15

BMW Club Wednesday Night at the Drags will be August 15. Doug Mill will be running his '57 again. Come join the fun. To RSVP or ask questions contact Jeff Butler at jeff@hauryscollision.com or 206-365-1565.

August 26

M Car Day at Griots Garage, in Fife. A special day for all M Cars, RSVP with Lance Richert at Lance@Richertnet.com.

August 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.

September 4

Deadline for the October 2007 *Zündfolge* issue, all submissions must be received by this date. Send to the *Zündfolge* Editor at lucettalightfoot@msn.com.

September 9

All Member Picnic at Lake Sammamish State Park, Issaquah, WA; Sunday, September 9, 2007, noon-4 p.m. Join us for socializing, food and games. Look for more details in the August *Zündfolge* or the Club Events section of the bulletin board at www.bmwpugetsound.com. Contact is Alan James at alan.james@bmwpugetsound.com.

September 23

Trek to Northwest Trek Wildlife Park, Eatonville, WA; Sunday, September 23, 2007, noon-4 p.m. Join us in exploring the 723 acre park, home to 200 animals representing over thirty different species in their natural habitat. Look for more details in the August *Zündfolge* or the Club Events section of the bulletin board at www.bmwpugetsound.com. Contact is Alan James at alan.james@bmwpugetsound.com.

September 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.

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Olympic Peninsula Tour

July 7



Photo by Scott Hieronymus.

LOVE DRIVING? I MEAN, REALLY LOVE DRIVING? Then join us for a one day tour that most guidebooks suggest planning over two or three days. I don't recall the Club ever doing this route before, and we are going to find out why. With the Olympic Mountains taking up the middle of the Peninsula, there are no shortcuts here, just Hwy 101 all the way around. Still reading? Good! The payoff is going to be some of the best scenery in the state. We'll see the Olympics, the Hoh Rain Forest, the Pacific Ocean beaches, and the back end of several monstrous RVs.

We'll see the Olympics, the Hoh Rain Forest, the Pacific Ocean beaches, and the back end of several monstrous RVs.

We'll meet at 7:00 a.m. in the parking lot of the Seatac Mall (The Commons), on 320th in Federal Way. To get there, take exit 143 off of I-5, and go west for a few blocks. The mall will be on your left. After coffee, donuts, and a drivers' meeting, we will depart at 7:30. The early start will allow us to stop a few times, rather than just blowing by all the scenery. We may even be able to take a little detour to SR 112, the Juan de Fuca Highway, a great twisty section from last year's tour to Pysht.

Bring a blanket and a picnic breakfast/lunch/dinner, FRS radios if you have them, binoculars, cameras, and as always, a sense of adventure! As of this writing, I have yet to pre-drive the route, but I would expect the return to the Seattle area to be around 6:00 p.m. or so.

One needs to be either a BMW CCA member, or if you are a newbie, you are allowed one run with the Club prior to joining. Check the Club Events section at www.bmwpugetsound.com as we get closer for any updates. Please email your RSVPs and any questions to Scott Hieronymus at scottnlaurie2@comcast.net.

Scott Hieronymus



This month's cover features three Club members' E36 M3s. Stephen Libby's 1999 Estoril Blue Coupé, Ted Anthony Jr.'s 1997 Technoviolet Coupé, and Walter Conley's 1995 Bright Red Coupé stand together proudly

representing both the BMW Motorsport colors and the featured model of this year's Concours d'Elegance. For more information on the E36 M3 see the great article by Club member Kim Burgess starting on page nine. Additional photos of Club members E36 M3s are in the center spread.

Photo by Miki Haraguchi using an Olympus E-500 Camera and a Zuiko Olympus 14-54mm f2.8-3.5 lens with Hoya polarizing filter 1/40s f/7.1 at 31.0mm iso100.



Concours d'Elegance and BMW Heritage Picnic

July 29

Sunday, July 29, 2006
Cedar River Park, Renton
Sponsored by BMW Seattle

JOIN US for the 27th Annual Concours d'Elegance and Heritage Picnic at Cedar River Park in Renton. Again this year we are pleased to be included as part of the Annual Renton River Days community celebration coordinated by the City of Renton. Our big show will be part of the many activities for the public to enjoy. Nearby you will find 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 29. 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 our BMWs at their very best. There will be two classes to choose from for your BMW. A Judged class, with our famous

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, hands off all Judged BMWs Activities for children Griot's Garage detailing demonstrations
2-3 p.m.	Awards and door prizes (time approximate)

etched glass trophies awarded to the winners. There is also 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 is always 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. Their members will be displaying 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 cleanli-

ness, not on originality. The judging forms can be reviewed 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 between high- and low-mileage cars. Best in Show is determined by taking the top BMW from each class, and lining them up for a final

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review by a three-judge team. Previous scores are not considered as the judges choose the cleanest, most dazzling BMW on the lawn.

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 the dealership, be sure to 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 also 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 project. Renton River Days will have other activities for kids nearby including pony rides.

Featured Car: E36 M3

The featured car this year is the BMW E36 M3 (1995-1999). There will be a special class for the M3s and special trophies for those entering the judged class. Please consider bringing your E36 M3 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 judge cars, help with check in, coordinate parking cars, help in the children's tent, etc. If you can help, contact event chair Lance Richert at 425-644-8009 or Lance@RichertNet.com.

Costs

Costs are the same as last year; see the registration form for specifics. Our Canadian friends may pay \$10 less to compensate for their dollar. It is our way of saying thanks to them for making the extra effort of coming down. Register early to secure your spot.

Lunch and Snacks

We are pleased to have 3B's BBQ serving food this year. See the separate side bar for details. 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.

Concours d'Elegance BBQ

COME ONE, COME ALL, if not for the cars then for the food. How about a summer BBQ social?

The Concours d'Elegance is a perfect time to get together with Club members, enjoy cars and this year we are incorporating a BBQ lunch. You don't need to enter your car; just come out and enjoy the food, cars and people.

Award winning 3B's BBQ is a local BBQ catering company from Renton and will be there to fill your tummy and quench your thirst.

I've arranged the following menu:

\$5.00 Combo meals include sandwich and water or soda:

- 1/4 lb Ballpark Frank
- Pulled Pork Sandwich
- Chopped Beef Brisket Sandwich

\$6.00 Combo meal includes sandwich and water or soda:

- Redhook Griller Bratwurst and Grilled onions.

\$5.00 Bratwurst's and Grilled onions without a beverage

If you have any questions regarding the food portion of the event, please contact me at 206-295-3663 or de_anna@yahoo.com.

de-Anna Martin

27th 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 7/23) ☐ Display Class \$20 (\$30 after 7/23)

☐ Display Class, nonmember \$30 (\$40 after 7/23)

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Name on Card: _____

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AMOUNT TO CHARGE _____

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.





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.

2007 BMW Club Concours d'Elegance Classes

Class #	Class	Models	Years
01 display only	Pre-War	All	1928-1941
02 display 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	Recent 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	Recent 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
		E70 X5	2007-current
10	Z Cars	Z3, Z4, Z8, Roadsters and Coupes	1995-current
11 display only	Mini		2002-current
12	E36 M3	E36 M3 (Featured Car)	1995-1999

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M-Car Day

August 26



Photo by Jason Tang.

WE SHOULD HAVE THOUGHT OF THIS TEN YEARS AGO! Let's have a special M-Car day to celebrate all of the wonderful BMW M Cars that have thrilled us over the years. Please mark Sunday, August 26 for a very special day of camaraderie to celebrate all things rated M. Our hosts will be Griot's Garage.

Griot's Garage are picking up the tab for a great barbeque lunch! Yes—lunch will be FREE to each M-Car owner in attendance and one of their guests. To qualify for the free lunch, you need to RSVP no later than Tuesday, August 21. Your RSVP will allow us to provide the BBQ caterer an accurate number of meals to prepare. Additional lunches may be purchased by those that do not RSVP by the deadline or for any additional guests in tow.

When RSVPing, provide me with your name, year and type of M Car, number of guests, and your city. RSVP to Lance@Richertnet.com.

This will be the first year for this event, but hopefully not the last; be part of the fun! We'll park the M-cars by E chassis type, so owners can compare notes on common maintenance issues and modifications. Please plan to roll in between 10:30 a.m. and 11:00 a.m. The BBQ lunch will be served around noon. At 1:30 p.m. we'll have some special presentations and a raffle for some great prizes. Finally, around 3:00 p.m. we

will conclude M-car day with a short driving tour so we can exercise our M Cars. To make the tour a little more special, we'll have the M-cars leave by E-group at five minute intervals, with the oldest cars leaving first.

During the day, Griot's Garage will open their facility for special tech sessions on the care and feeding of your M-car. Also, be sure to try your hand at M-Car related trivia by taking Matt's M-Car Seattle Trivia Challenge. Matt is the owner of M-Cars Seattle. Highest score will receive fame and fortune.

Griot's Garage recently completed construction on a new Car Care School and R&D garage. They also enlarged their retail store and now carry all of their car care products in-house. Griot's Garage will provide a free Car Care Product sample to all those attending plus the aforementioned BBQ lunch. Don't miss this fun and informative day for M-Cars. *Note: Products may be purchased from their retail store between 9:00 a.m. and 2:00 p.m. on this day only, those in attendance will receive additional discounts on selected items.*

Club members without an M-Car are also welcome to attend the event to enjoy the day. There will be additional parking for non-M BMWs.

This event is free, but for planning purposes, please e-mail Lance@Richertnet.com.

Lance Richert, '88 M3

**Griot's Garage, 3500-A 20th St East, Fife, WA 98424
800-345-5789, www.griotsgarage.com**

BMW Night at the Drags

August 15

Here is your chance to "see what she'll run"

THANKS TO CLUB MEMBER DOUG MILL and his generous banquet donation this year, another Club member will be getting his chance to run Doug's '57 Chevy at the drag strip. This roller cammed, 408ci small block powered Shoe Box is capable of high 11-second quarter miles.

So, bring out your BMW and join us for an evening of drag racing Wednesday, August 15. We'll be setting aside some space in the pits for Club members to meet up, hang out in and unload their cars. If it decides to rain, we'll run it the following Wednesday.

Two years ago, most of the BMW faithful needed a bit of practice before we could achieve a respectable ET as drag racing proved to be harder than it looked. Too little throttle and you'll bog

the engine, too much and your tires can go up in smoke. By the end of the night we started to get the hang of it and turn in some decent times. Will that new 335i of yours dust off your buddy's E46 M3? Come on out and show us!

Wednesday, Wednesday, Wednesday! Sixty-four funny cars (or funny people trying to drag race road cars). Hope to see you there!

Jeff Butler

Tech Events Coordinator

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The E36 M3 will be the Featured BMW at the Concours d'Elegance in July

by Kim Burgess

"The M3 wasn't just built for car fanatics. It was built by them."

THE E36 M3 WAS A NATURAL EVOLUTION of the second official 3-series chassis. Produced by the BMW subsidiary "BMW M GmbH," the E36 M3 was lauded as "The forerunner of a sporty new generation." This was the text placed under a three-page photo of a Dakar Yellow E36 M3 shown in motion within the 'teaser' pamphlet printed for distribution in late 1993. This tri-fold full-color leaflet portrayed right before our performance-hungry eyes a glimpse at the future of things to come from BMW Motorsports. "For those who think performance is a practical necessity."

The E36 3.0L M3

All US 3.0-liter E36 M3s were built on the regular 3-series assembly line at the Regensburg factory near Munich.



Photo by Miki Haraguchi.

Several versions of the E36 M3, including the Lightweight and the Cabriolet.

The E36 M3 coupe was first shown at the 1992 Paris Motor Show. At that time there were no plans to import this new Autobahn burner to the US or to produce a North American version. Sales of the previous M3, the E30 of 1988-91, had amounted to just under 5,000 units and BMW's only other North American-spec M car at the time, the E34 M5, was not selling in large enough quantities to justify the addition of another M model in the American market. However, a letter-writing campaign initiated by the BMW Car Club of America sparked such an overwhelming response by the enthusiast BMW community that BMW of North America decided to reconsider. The main issue was price: BMW NA was determined to keep the MSRP down to around \$35,000, about the same as the last of the E30 M3s. The only way to meet this price point was to develop a specific version of the S50 engine without the costly individual throttle bodies and continuously variable valve timing system (VANOS) of the European-spec engine. The U.S.-spec version did not appear until the 1994 Los Angeles International Auto Show. Prior to that, 50 to 75 teaser 325s were shipped to US dealers fitted with the new Vader sport seats wrapped in cloth, a deep front air dam, side skirts, rear diffuser and riding on 17 inch wheels. Dubbed the "M-Technic,"

response was lackluster, due in part to the high \$40K price tag.

Production of the 1995 E36 M3 for the US market began in March 1994, with a total of only 2,000 units imported that year as 1995 E36 M3s. With production in full swing, the model-year 1995 production would run through 1995 spilling into early 1996. While the 1988-1991 first generation M3 followed the "old sports-car" recipe a little more religiously, the new M3 offered a sleek edgy modern look. Gone was the stiff suspension, peaky power band engine, boy racer arrest-me wings, air dams and bodywork of the old E30 M3. E36 M3 buyers could, however, choose Mugello Red or Dakar Yellow among a list of less ostentatious exterior treatments. At \$35,800, the initial base price for the long-awaited second-generation US M3 matched the list price of the E30 M3 at the end of production three years earlier. This placed it \$10,150 lower than the then-current production M6, which it easily out-ran in handling and speed.

Based on the already popular 325, the M3 had been lowered 1.2 inches. The aerodynamics incorporated sensuously sculpted, stanchion-mounted, tear-drop side mirrors, deep front spoiler, contoured rocker covers, and rear diffuser all of which helped to minimize body lift and maximize road holding stability while providing a drag coefficient (cd) of 0.32. Additional rear down force could be achieved through a dealer installed trunk mounted wing. New 17-inch ten-spoke wheels shod with 40-series Michelin Pilot SX MXX3s offered maximum grip and knife-like cornering performance.

The new M3 engine was based on the successful 2.5L inline 6 cylinder engine that had been bored and stroked to a displacement of 3.0L (182ci, 2990cc), yielding 240 hp @ 6000 rpm and 225 lb.-ft. torque @ 4250 rpm. This iteration of the L6 offered 25% more hp and 22% more torque. The 3.0L S50 soon became known as a performance bargain, trading only 42 Euro hp for \$14,000 off the price of the individual-throttle-body

Continued on Page 10

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E36 M3 Featured at Concourse d'Elegance *Continued from page 9*

Euro-engine car. The resulting production changes for North America (NA) resulted in the US car displaying a fatter torque curve with the incorporation of a 24-valve hydraulic tappet head with 'variable valve timing system' (VANOS—Variable Nockenwellen Steuerung) controlled with BMW's sophisticated Digital Motor Electronics (DME) to create a power plant that possesses remarkable power and flexibility. This new engine attained 190 lb.-ft. of torque at just 2500 rpm, with the practically flat torque curve providing a minimum of 220 lb.-ft. torque from 4000 to 5500 rpm. The M3 quickly became recognized as pleasant and easy to drive, with smooth power available from as low as 2500 rpm to a redline of 6500-6800 (gear selection dependant). A slight press of the throttle at freeway speeds with the Euro high-torque transmission in fifth-gear generated enough acceleration to quickly and efficiently pass slower vehicles—indicated as an "Active Safety Feature" in the 1994 M3 coupe sales brochure. European and North American transmission internal ratios of 4.20 (1), 2.49 (2), 1.66 (3), 1.24 (4), 1.00 (5) were the same throughout production. The M3's emphatic flow of torque from low rpm was very much in keeping with what American market was used to. Top speed was artificially limited to 137 mph (6230 rpm), though removal of the limit only generated an additional 10 mph with otherwise stock cars. This amazing torque launched the M3 to repeatable 0-to-60 mph dashes in a quick 5.6 seconds, a full .5 seconds faster than the 6.1-second BMW sales pitch. Even better, the time was .4 seconds faster than BMW's claim for the Euro 3.0L Autobahn burner.

The M3 also received suspension tweaks in the form of gas pressure shocks, stiffer and shorter springs and stiffer roll control bars. In the front, the spindles got beefier to support the 5-Series M5 front brake calipers squeezing the massive 12.4-inch vented front rotors. The front lower control arm received solid ball joints and control arm bushings. Rear trailing arms grew in size, offering enlarged axle bearings, refined rear trailing arm suspension bushings, and a larger caliper clamping

Reinforced control arms and enhanced kinematics provided flat, stable cornering even during aggressive handling maneuvers.

a 12.3-inch vented rotor. Partially due to its relatively light weight (3,180 to 3,335 lbs), the recalibrated Teves ABS and M5 brakes yielded repeatable fade free stops from 60 mph-to-0 in 111 feet (in three seconds) and from 70 mph-to-0 in 158 feet. Rear axles grew to support the increased torque, and were driven by a 3.15:1 ratio limited slip differential with 25% lock-up. The heart of the M3 chassis was the patented central-link rear suspension, first introduced for the BMW Z1. Reinforced control arms and enhanced kinematics provided flat, stable cornering even during aggressive handling maneuvers. These items

together allowed the M3 to achieve 0.86 g on the skid pad.

The M3 refinement of the already excellent E36 chassis accurately communicated road conditions and responded precisely to driver imputes. It is said that the M3 driver can discern irregularities in the road surface as small as the diameter and thickness of two quarters due to the chassis' ability to communicate the ongoing road conditions to the driver. The rack-and-pinion steering was revisited and offered variable assist for low speed maneuvers and a variable ratio to achieve direct response characteristics at speed with 3.0 turns from lock-to-lock. The front suspension "anti-dive" and rear suspension "anti-squat" characteristics keep the car level even under hard braking or acceleration.

The E36 and the new M3 was the first full computer-aided design (CAD) chassis from BMW. Special front and rear bumpers prevent structural damage in minor impacts up to 2.5 mph and feature replaceable 'impact boxes' to



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absorb impacts as high as 9 mph, keeping repair cost to a minimum. Only at higher impact speeds do other structural supports begin to deform, dissipating impacts to protect occupants. As with all BMWs, this new 3-series incorporated F.I.R.S.T—Fully Integrated Road Safety Technology—a comprehensive system of active and passive features ranging from seat belt tensioners to driver and passenger airbags. These features combined with the chassis structural design, met the 1997 US Federal side impact standards for model year 1995.

Over the course of MY 1995 production, the E36 M3 realized a number of rolling introductions and production changes. Near the end of 1995 production, the E36 M3 production line saw the introduction of the Luxury Package (12/94) and an optional ZF 5HP18 five-speed automatic transmission (12/94) with ratios 3.67 (1), 2.00 (2), 1.41 (3), 1.00 (4), .74 (5), both departures from the “old sports-car” recipe.

Subtle changes were also made to the interior and exterior trim package within the MY 1995 M3:

- On-board computer added to option list (mid-1994)
- Height-adjustable steering wheel deleted (9/94)

- Console Valet with cup holders added (9/94)
- Mugello Red non-clear coat finish was replaced by Bright Red with clear coat (9/94)
- Revised temperature controls for HVAC (9/94)
- Forged double spoke alloy wheels, sized 7.5x17-in. (front) and 8.5x17-in. (rear) were added to the option list (12/94), and were offered on the CSL or Light Weight.
- Coded Drive away Protection (EWS) introduced (1/95 production)
- Rear spoiler becomes a dealer-installed factory option, adding integrated third brake light (1/95)
- All exterior colors available with and without optional Luxury Package (5/95)
- Polished finish added to optional forged Double Spoke alloy wheels (9/95)
- Radio changed to version used on 1996 models (11/95) as 1995 M3 production spilled into 1996.

The 3.2L M3

All US 3.2-liter E36 M3s continued on the regular 3-series assembly line at the Regensburg factory. The second iteration of the E36 M3 was highly lauded. In

February 1996, *Automobile Magazine's* “1996 All-Stars” article said: “For a car to stand out among this crowd, it must be nearly perfect. And that’s what the BMW M3 is.”

The 1996 model year M3 brought with it a host of changes. The most significant was the bump from 3.0L to 3.2L (192 cu. in./3152 cc) engine. New US emission standards mandated the introduction of OBDII emission monitoring. No longer could one “enhance” engine performance by replacing the ECU ‘chip.’ Fuel and spark control was now ECU embedded software and the 3D fuel and spark ‘maps’ were under tighter control to attain US emissions compliance. This meant that the 3.0L engine originally equipped with a single pre-catalytic converter O2 sensor would produce less power under the strict control of twin pre-catalytic converter O2 sensors. This initiated an increase in displacement, in both bore (86.4mm) and stroke (89.6mm), required to maintain the 240 hp mark set by the previous North American 3.0L engine. With this increase in capacity came increased torque, with hp remaining at 240 hp @ 6000 rpm. Now available on demand were 236 lb-ft of torque @ 3800 rpm, compared the 3.0L with 225 lb.-ft. @ 4250 rpm. This increase in torque required more tire in the rear to control the already available throttle oversteer. ASC+T was introduced to help control rear wheel spin with the change of rear axle ratio change to 3.23:1 from the 3.0L 3.15:1 ratio. The new OBDII compliant DME constantly monitored front and rear wheel speeds. Engine speed was reduced by a second (ASC+T) throttle body if the rear wheels tried to “get ahead” of the front. If a reduction of throttle was not sufficient enough to bring wheel speeds under control, the ABS system was employed to check the rear wheel spin. The three-channel ABS of the 1995 was replaced by a four-channel ABS with a speed detector at each wheel in the 1996+ cars. A separate detector and brake line from the ABS pump to each wheel meant that each rear wheel could be controlled independently; previously the rear wheels

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E36 M3



An E36 M3 engine.

Photo by Steve Alvine.



Non-stock seats in an E36 M3.

Photo by Steve Alvine.



M. Sean Hester's 1999 Estoril Blue Cabriolet (left). And Stephen Libby's 1999 Estoril Blue M3 Coupe (right).

Photo by Miki Haraguchi.



Ralph Domoszlay's 1998 E36 M3 sedan in the snow.

Photo by Ralph Domoszlay.

Photo by Howard Kwong.



Rich Milham's 1999 E36 M3 at Pacific Raceways.



Steve Adams' E36 M3 race car on track.

Photo by John Galfano.

Photo by Rick Gulstrom.



Rick Gulstrom's M-CUBED E36 M3.



Miki Haraguchi's 1995 Alpine White E36 M3 Lightweight.

Photo by Miki Haraguchi.

Photo by Brian Horne.



Walt Conley's 1995 Bright Red M3 Coupe. This was taken at Pacific Raceways on 7/9/05 at the IRDC school. Unfortunately the young passenger was sick in the car several laps later.



Christopher Romney's 1999 Titanium Silver M3 Coupe.

Photo by Miki Haraguchi.

Photo by Steve Alvine.



Steve Alvine's very clean 1995 E36 M3.



Matt Armstrong's 1999 E36 M3 on Whidbey Island.

Photo by Matt Armstrong.

E36 M3 Featured at Concourse d'Elegance *Continued from page 9*

shared the same ABS channel. With oversteer now under control, the '96+ M3s were fitted with staggered wheel widths: wider 8.5 X 17 inch wheels in the rear and the standard 7.5 X 17 width in the front. Tire size in front dropped from 235/40R17 to 225/45R17 and the rears increased to 245/40R17 from the previous 235/40R17. The Michelin MXX3 tire size changes accompanying the wheel change helped to shift the balance to understeer. Additionally, the front springs and anti-roll bars were stiffened to further enhance understeer characteristics. Front suspension strut bearing plates (guide supports) and forward lower control arm (wishbone) bushings (LCABs) received revised geometry to increase caster for enhanced on-center feel. This change provided a secondary benefit—it added camber at full lock. The ZF 5HP18 five-speed automatic was dropped for 1996 coupe production.

There were two significant body configuration changes of 3.2L M3 cars during the production run of March 1996 through July 1999. A four-door sedan was added for MY 1997 and would end in MY 1998. As with the standard E36 Saloon, the four-door M3 offered more rear-seat headroom. The sedan interior replaced the heavily sculpted M3 coupe Vader front seats with more traditional BMW Sport Seats. These seats offered smaller side bolsters and provided easier ingress and egress through the smaller sedan doors.

Starting with the 1997 sedan, the ZF 5HP18 five-speed automatic transmission returned as an option with the same internal ratios used on the 3.0-liter model. The E36 sedan design included full window surround door frames; a more upright front wind screen; flatter, longer roof line; different front fenders and hood; different rear quarter panels, and rear deck lid sharing very little with the coupe. The sedan sported a shorter aerodynamic front bumper under-panel, and in spite of this and the body panel differences, the sedan slipped through the air with a 0.31 cd compared to the coupes 0.32 cd. The sedan's 3150 lbs. was only 5 lbs. heavier than the coupe. The sedan configuration with a more robust

"B" pillar is said to be slightly stiffer, allowing the sedan to circle the 200 ft skid pad at .91g, compared to the coupe's 0.90g run.

The other significant E36M3 introduction was the convertible added exclusively for the U.S. market starting with March, 1998 production. The 'Vert' came with a power-operated and insulated soft top, available with either the manual ZF 5-speed gearbox or the ZF 5HP18 five-speed automatic transmission. However, both the sedan and convertible built with the auto-box were fitted with a detuned 225 lb-ft torque version of the 3.2L L6 engine.

The final coupes rolled off the 3-series assembly line at Regensburg in May of 1999, with convertibles ending in August 1999, ending a run of production that started in 1993 with the first Euro models. Canada received approximately forty Euro models in 1995, but would not see another M3 until the MY 1997. These cars are different from the NA/US models in that they incorporated daytime running lights, speedometers that read kilometers, manual transmissions exclusively, Euro 'floating' front rotors, and tilting three spoke steering wheels from production onset.

Subtle changes were also made to the interior and exterior trim package within the model years 1996–1999 for the 3.2L M3:

- Restyled grille and side marker turn signals (9/96)
- Byzanz metallic available (9/96-8/97 US-market sedan only)
- Side impact airbags available as an option for sedans (1/97)
- Power front seats available as individual option (3/97)
- Luxury Package option discontinued (9/97)
- Side impact airbags standard on all body styles (9/97)
- Illumination added to M shift knob (9/97)
- Rear headrests added (9/97)
- Front armrest added as standard (9/97)
- M Contour II alloy wheels available as a no-cost option (9/97)
- M cloth/Amaretta suede upholstery discontinued for U.S. market (9/97)
- Magma and Mulberry Nappa leather upholsteries (previously offered only in combination with Luxury Package) reintroduced to U.S. market (11/97)
- Three-spoke M steering wheel replaces four-spoke version on M3 coupes (3/98)
- Imola Red paint available (3/98)
- Titanium Silver metallic offered in place of Arctic Silver metallic (3/98)
- Fern Green metallic offered in place of Boston Green metallic (3/98, not available on sedans)
- Radio updated from Alpine C33 to Alpine C43 (9/98)
- Sand Beige leather upholstery offered (9/98)

The E36 M3 3.2 can be identified from the 3.0-liter version due to cosmetic changes by the following features:

- Black mesh front air dam insert in place of the body-color version
- M Double-Spoke II alloys in staggered 7.5x17-in. (front) and 8.5x17-in. (rear) sizes

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- Dakar Yellow II w/clear coat offered in place of Dakar Yellow
- Techno Violet metallic offered in place of Daytona Violet metallic
- Estoril Blue metallic offered in place of Avus Blue metallic

In addition to the exterior cosmetic differences, the 1996+ US 3.2L cars also had:

- Automatic digital climate control in place of manual system
- One-touch feature added to the optional power sunroof
- Revised audio systems and optional Harman/Kardon upgrade with 320 watts and trunk mounted 6-disc CD changer
- Console-mounted door lock switch
- Redesigned console valet
- 5-speed manual transmission ZF S5D 310Z was installed through MY 1997 and ZF S5D 320Z replaced it for MY 1998 and 1999.

BMW received accolade after accolade from *Automobile* to *Road and Track*; these test drivers liked the E36 M3.

Car and Driver collected a number of cars priced above \$30K and ran them through a number of drills, reported in their September 1997 issue. Among the test vehicles were the NSX, Viper GTS, Ferrari 355, the first edition Boxster, the final production 911 Turbo (4 wheel drive), Z51 Corvette, Nissan 300ZX 2+2, Toyota Supra Turbo, and a Prelude SH. While not finishing first in all categories, the BMW M3 shined above all ultimately to be named the “Best Handling Car for More Than \$30,000.”

REFERENCES FOR ABOVE:

- “1997 BMW M3 Sedan,” *Road & Track*—Road Test, May 1997
- “BMW M3 1995-1999,” *Road & Track* Road Test—Used Car Classic, August 2000
- “Best Handling-Car for More Than \$30,000,” *Car & Driver*, September 1997
- “BMW M3 Luxury,” *Motor Trend* 1995
- “Battle of the Sixes,” *Total BMW*, April 2005
- “Street Civil, Track Worthy,” *Road & Track*, July 1997
- “Mid-Life Crisis Coupes,” *Car & Driver*, December 1994
- “BMW M3,” *Road & Track*—Road Test, August 1994
- “BMW M3,” *Car & Driver*—Road Test, July 1994

MODEL YEAR SPECIFICATIONS

How many of each MY 1995 3.0L M3 versions were built for the North America/United States market?

USA coupe manual (LHD): 8,515 built from 03/94 thru 01/96

USA coupe automatic (LHD): 1,705 built from 12/94 thru 01/96

How many of each MY 1996+ 3.2L M3 versions were built for the North America/United States market?

NA coupe (LHD): 11,793 built from 04/96 thru 04/99

USA convertible manual (LHD): 2,252 built from 03/98 thru 08/99

USA convertible automatic (LHD): 4,017 built from 03/98 thru 08/99

NA sedan manual (LHD): 4,574 built from 09/96 thru 05/98

USA sedan automatic (LHD): 4,036 built from 09/96 thru 05/98

MY 1995+ Color and Upholstery Selections

Exterior Colors (USA coupe): Alpine White III (300), Mugello Red* (274), Bright Red** (314), Dakar Yellow*** (267), Arctic Silver metallic**** (309), Avus Blue metallic (276), Boston Green metallic**** (275), Daytona Violet metallic*** (283), Cosmos Black metallic (303)

* thru 8/94

** from 9/94

*** not available in combination with the Luxury Package until 05/95 production

**** available only in combination with the Luxury Package until 05/95 production

Interior Colors (USA coupe): Grey M cloth/Amaretta suede*, Anthracite M cloth/Amaretta suede*, Black Nappa leather**, Light Grey Nappa leather*, Champagne Nappa leather***, Mulberry Nappa leather***

* not available with Luxury Package

** available with or without Luxury Package

*** available only with Luxury Package

MY 1996+ Color and Upholstery Selections

Exterior Colors: Alpine White III (300), Bright Red (314), Imola Red (405)**, Dakar Yellow II (337), Arctic Silver metallic* (309), Titanium Silver Metallic** (354), Estoril Blue metallic (335), Boston Green metallic* (275), Fern Green metallic** (386), Techno Violet metallic (299), Cosmos Black metallic (303), Byzanz metallic*** (355)

* thru 2/98

** from 3/98

*** 9/96 thru 8/97, sedan only, not offered in Canada

Interior Colors: Grey M cloth/Amaretta suede (coupe only)*, Black M cloth/Amaretta suede (coupe only)*, Black Nappa leather, Light Grey Nappa leather, Mulberry Nappa leather**, Magma Nappa leather**, Modena Natur Nappa leather***, Sand Beige Nappa leather (from 9/98), Hazlenut Nappa leather (not for North America), Anthracite Buffalo leather (not for North America)

* not offered in U.S. after 8/97

** Luxury Package only through 8/97, not offered in Canada after 8/97

*** not offered in Canada after 8/97

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MOTOR SPORTS



QUITE A FEW PEOPLE have asked me how to get into motorsports and how a person advances. The answer can be easy and complicated at the same time. The sport has many niches, and you can make it whatever you want. Of course, with so many ways to go, it's complicated and your path forward can be clear as mud. The short answer is whichever way you go will dictate what you learn and how you will prepare the car, so there's no easy answer for everyone.

I can give beginners some advice on how to get started. First, don't invest a ton into the sport before you do it a couple of times. The "stuff" can be very expensive, and there are a couple of ways to experience the sport without a huge cash outlay.

The first option would be our car control clinics. These are pretty cheap at \$75, and you don't have to spend much more than that. We have loaner helmets, and as long as the car passes the tech inspection, all you have to do is pay for gas. Keep in mind that one nice benefit of your membership is that you can also go to other club's events, so although we only have two a year, the Porsche and Alfa clubs do them as well, and welcome you to their events. A full schedule of all the events you can attend is posted on the Club's website.

Once you've been to a car control clinic with any club, you're eligible to come to Pacific Raceways for a full-track school. I'd recommend that you do at least one of these schools before you start putting serious money into the sport. Trust me though, if you're an adrenaline junkie, you'll be hooked after the first fifteen minutes!

Another option for a bit more money would be a one-day high performance driving school with ProFormance Racing School at Pacific Raceways. This is a great way to try it out and get a full taste of what we do. You practice car control in the morning, and then drive on the full track in the afternoon. Once again, they have loaner helmets, so all you need to do is pay to get in and pay

for your gas. They have lots of dates, but the downside is that they are always on weekdays.

After a couple of days at the track, you'll be exposed to all the different facets of the sport. Many of us have done several of them before finding the one that really makes us happy. You can drive in driving schools, lapping (sport driving on the track, no competition), autocross, or really fall off the deep end and get into racing. Even racing has different levels. The key is to start slow and find out what you really love before concentrating on one.

One question that usually comes up in a person's first year is how to advance up the ranks. The only really effective way to get better at motorsport is to do it—a lot! Depending on your background you may pick it up faster than others, but in the end it will take several schools to get down all the skills you need to do it well. You've got to learn how to do four or five things proficiently all at once, and that takes practice. After that, advancement is deceptively simple. There are four groups of drivers at most driving schools, beginner to advanced. Once you do well enough that you're being held up by traffic, then I promote you to the next group. This keeps going until you end up in the advanced group, which usually takes two to three years; it depends on how many schools you attend. If you do it long enough, show talent, express interest and we think you've got the right personality to handle it, then we approach you to teach for us. Not too complicated!

If you have any burning questions, please don't hesitate to send me an email and ask. I've said many times that I'm mad at myself for waiting as long as I did to start. No matter what kind of BMW you have, you will have a great time, and learn quite a bit about yourself and your Ultimate Driving Machine. The key is to jump in and get started!

See you at the track,

*Tom Olsson
olssons@seanet.com*

2007 Driving Events Calendar

BMW CCA PSR Events:

July

13 Driving School at Pacific Raceways

September

8 Driving School at Pacific Raceways

October

13 Car Control Clinic at Bremerton

Other Events open to CCA Drivers:

July

26 ALFA School in Seattle

August

2 PCA School in Seattle

3 BMW ACA School in Portland

10 BSCC Lapping Day in Bremerton

11 PCA Car Control Clinic in Bremerton

16 ALFA School in Seattle

31 BSCC Lapping Day in Bremerton

September

1 PCA Car Control Clinic in Bremerton

13 ALFA School in Seattle

16 BMW CCBC Car Control Clinic at Pitt Meadows, BC

27 PCA School in Seattle

October

12 BSCC Lapping Day in Bremerton

13-14 BMW CCA IEC Car school in Spokane

21 PCA School in Seattle

21 BMW CCBC Car Control Clinic at Pitt Meadows, BC

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How do you want to drive ?

The PRO3 Line

THE BMW PRO3 CLASS IS GROWING by leaps and bounds. Here's the evidence: four new cars, two cars with new owners and twelve (mostly) new drivers taking the green flag at the first two races of 2007. And there are more of all on the way this year. If this keeps up, "PRO3" will be a household term in the Northwest in a couple of years, like "sun break," "convergence zone" and "geoduck."

Here's a rundown on new cars and drivers in PRO3:

David Beagle used to crew for his father, who raced Porsches in California. David's first car was a '67 BMW 1600-2. When David eventually decided to build his Kermit-green machine, he chose PRO3 because of the help and support available from the rest of the community.

Eric Bitte now owns the blue former Frost Engineering PRO3 car raced in recent years by Paul Fitzgerald and Derek Smith. Eric was one of last year's "Three Amigos"—the high bidders at the 2006 Club Banquet for the opportunity to run a Novice race in a PRO3 car. As a car owner he now has to buy his own tires.

Robert Duca drove his father's RX7 race car in driving schools last year, loved it, and decided to build a race car himself. He raced his bright red E30 for the first time in Portland in May, and was impressed with how friendly and helpful the other PRO3 drivers were.

Ron Gabel and **Rick Edwards** are Club members who came out to the IRDC race school in March. One thing led to another, and they now jointly own and race a former Kahn Team Racing E30, white with checkered flag design. Their goal this year is to complete the Novice program and run the October Enduro. Rick's wife now calls him "Ricky Bobby."

Caelin Gabriel has a PRO3 car project in progress, but has been driving Wes Hill's car to get race experience in the meantime. In his first couple of races he's been cool-headed, heads-up, and fast.



Photo by Curtis Creager.

PRO3 novices nose their way onto the scene just prior to their race on May 5, 2007 at Portland International Raceway.

Rick Gulstrom has some astronomical number of hot laps under his belt, by virtue of participating in driving event days for many years. He raced an Alfa at one point, but isn't saying exactly how long ago. Rick has been renting Greg Miller's car.

Scott Hieronymus rented a PRO3 car last year for a Novice race, and that's all it took for him to decide to take his silver track-prepped E30 the next step to full race car. It may have been inevitable, as Scott grew up watching his brother race at the original Pacific Raceways in the '60s, and he himself raced motorcycles in the '80s. Scott thanks Wes Hill and TC Motorsports for the support and encouragement they've given him in getting his car ready to race.

Rich Milham has been driving and instructing in Club driving event days for a while, but was never sure he wanted to go racing until recently. Taking the ProFormance Competition School and coming out to Conference races and seeing how much fun everyone was having convinced him. Tom Olsson is making his car available to Rich for his Novice races, but Rich is already thinking about building his own.

Doug Mill, another of the Amigos, has expanded his horizons. So far this year he has run Novice races in Ken Hill's PRO3 car, and in Manfred Duske's 240Z.

Jim Millet has been lapping and instructing with car clubs in the Northwest for about fifteen years and probably has more laps at Pacific Raceways than most Conference racers. This year he decided to take the plunge and try racing. He plans to drive Bob Mearns's car in six races this year. "Visceral" is a word he uses to describe the experience of driving a PRO3 car. "Loud" is another.

David Rankin, a long-time participant in Club driving event days, has been driving the new red and blue TC Motorsports PRO3 machine in Novice races.

Erik Brannfors has been driving the car in PRO3 while his M6 is undergoing final preparations for the season.

In the Senior ranks, quite a few drivers are intending to make all or nearly all the races. The driver points race should be quite interesting to follow as the season unfolds. At press time, the early leader of the West Werks PRO3 Challenge is **Ken Hill**, followed by **Bruce Beachman** and **Mike Olsen**. West Werks, an independent BMW shop in Redmond, is awarding prize money to the top three PRO3 points-earners at the three Pacific Raceways races in 2007.

Bob Mearns

PRO3
PRESENTED BY **TOYO TIRES**

BMW ACA Portland, Presents: “Miles of Smiles” Touring Events Schedule for 2007

THERE IS NOT a CCA chapter in the Portland, OR area, but there is a very active independent BMW Club. They invite any CCA member to participate on their tours. Below are the remaining 2007 tours and a short description for each tour.

A Word from Your “Tour Meister”

This year's tours will be dedicated as a club fund-raising effort. Most tours will have a suggested donation fee associated with them. All suggested donations are voluntary and of course, one can donate more than the suggested donation listed. All suggested donations are tax deductible.

It's the fellowship and enthusiasm for the BMW automobile. Along with the generosity and kindness towards our local community that drives my desire to diligently work to make these tours interesting, fun and enjoyable for everyone attending. To all of you, I thank you,

Cameron "Cam" Scott
cscott@bmwacaportland.com

July 21-22—Crater Lake Tour

This is one of our more popular tours. This year, we will be taking the time to enjoy some really great roads, scenery and of course, Crater Lake! This will be an overnight trip. This event will be

raising funds for the Oregon Hospice Association. The Oregon Hospice Association (OHA) is a statewide, public benefit, nonprofit membership organization dedicated to ensuring and promoting access to high quality hospice and comfort care for all Oregonians. For more information, go to their website, at: <http://www.oregonhospice.org/index.htm>. Suggested Donation: \$75 per vehicle.

August 18—Oregon Coast Tour

We certainly cannot go through a “Driving Season” without at least taking the opportunity to visit the scenic Oregon Coast! We will leave the Portland area and head out to take in the majestic and powerful beauty of the Oregon Coast. In keeping with tradition of course, we will be taking the “roads less traveled” (is there any other way?). We will have the opportunity to visit many of the little towns along the way. Of course, also great Oregon coast seafood! Suggested Donation: \$20 per vehicle.

September 8—Third Annual “Huckleberry” Tour

This well-received event is always loads of fun! The roads are simply fantastic and everyone has a great time. Not to

mention the fresh huckleberry pie and ice cream in Trout Lake, WA. Did you know that Trout Lake is considered the UFO capitol of the USA? Who knows, maybe we will have to move over for E.T. Suggested Donation: \$20 per vehicle.

**September 14-16—Sunriver
Exotic Car Show**

This event is one of the more desirable events held each year, in Sunriver, OR. This year's event will be more of a full-on concours type event, held at the Country Club. Contact Brian Cone, at: bcone@bmwacaportland.com for the details on this great event!

September 29—St. Helens Oktoberfest Tour

This tour will be lead by our Club Secretary, Mr. Brian Cone. We will have the opportunity to tour some of the really great back roads that exist here locally, on our way to the Oktoberfest celebration in St. Helens. If you haven't come out for this event, you owe it to yourself to do so! Suggested Donation: \$20 per vehicle.

October 20—Fall Colors Tour

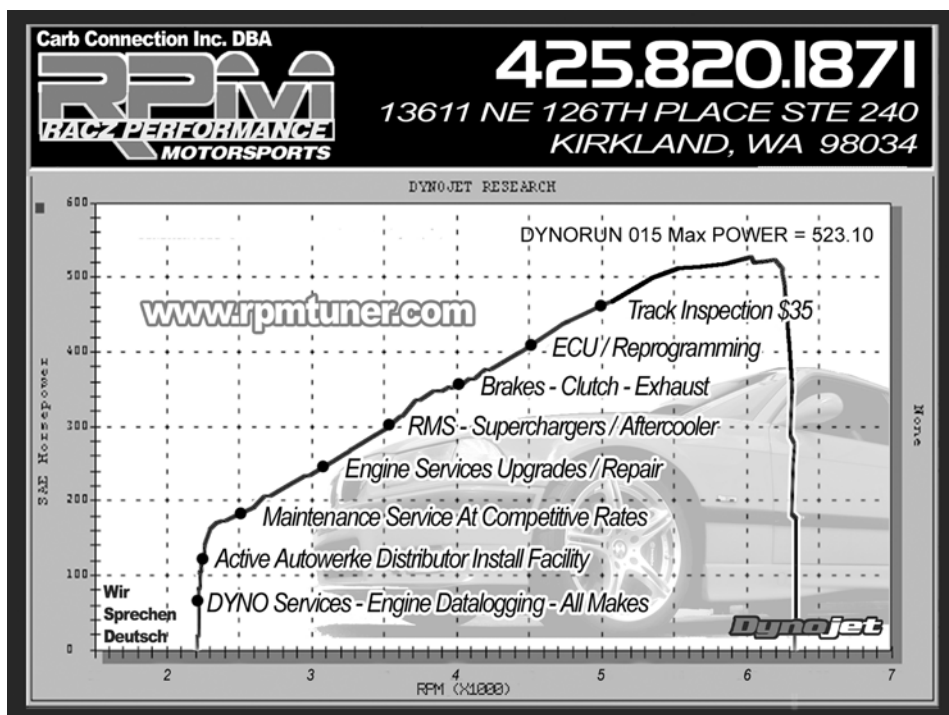
This tour will take place in the Cascade Mountains. Maybe. Actually, your Touring Event Coordinator goes out a week or so ahead of time and flies over the area looking for “promising” color areas. With the airplane, he can cover a lot of territory in a short period of time. As a result, we will have a great drive on great roads with great colors! Suggested Donation: \$20 per vehicle.

December 9—4th Annual Christmas Drive

Last year, our Annual Toy Drive was a mind-blowing and incredible success! Over \$8,000 in donations.

This year, our event will continue to benefit the Doernbecher and Legacy Emanuel Hospitals.

If you can only make ONE event, this would have to be the one! The Crown Jewel of our club events! Suggested Donation: The Sky is the limit.





Rare Sighting . . .

EVERY ONCE IN AWHILE you get to witness a rare sighting; and not one you might see around Area 51, not that there is anything wrong with that. This is a rare BMW sighting, those wonderful machines that are rarely seen and some people may not even know the significance of.

Sometimes you see a BMW that has a stance or stager that really makes your heart go boom. Maybe the wheel package or the accessories turn your head; maybe the model is non-traditional or exotic. I got the extraordinary opportunity to witness both.

I have to say that this is another one of those experiences which happened on the rainy side of the Cascades. On my side of the mountains such an experience is truly an uncommon event. Sometimes I feel like a hydrated wanderer in the proverbial BMW desert on the sunny side of the mountains. Unusual BMW sightings are few and far between. Oh, don't get me wrong; they happen but my God are they out of the ordinary to say the least.

I was in the Olympia area for yet another training class and on my lunch hour, which was over by the way, and what do I see? A 745i Turbo, not just any run of the mill 745, as if that were possible. This was a pristine example.

Late to class be damned, I had to probe into this situation. I approached

the vehicle which was parked and lo and behold the driver/owner was sitting in the driver's seat. It was one of our own, Mr. Ben Pastori, as I found out after introducing myself.

It was so exciting to meet another Bimmer Head, especially someone who drives such an exhilarating BMW. Come to find out that Ben has three such vehicles; come on, who is blessed enough to own one of these rare BMWs much less three.

It was so exciting to meet another Bimmer Head, especially someone who drives such an exhilarating BMW.

Here are some facts on the 745: (http://en.wikipedia.org/wiki/BMW_E23)

- The 745i was a special high-performance model offered in left-hand-drive European markets between 1979 and 1986. It was originally fitted with a specially-prepared 3.2L M30 six cylinder engine and a turbocharger. In 1984 the engine grew to 3.4 liters. These cars were all built with automatic transmissions and could be ordered with exotic options such as front and rear power seats, seat heaters, water buffalo hide upholstery, and special wood trim options.
- A different 745i was built for the South Africa market, perhaps because the turbocharger on the European-market 745i could not be installed in right-hand-drive versions of the car. This car was fitted with the 286hp dual-camshaft 24-valve type-M88 Motorsport engine (with a Bosch ML-Jetronic fuel injection system) as used in the M1, M635i,

and M5. Two hundred nine of these cars were built between 1984 and 1986, fitted with either an automatic transmission or a 5-speed 'sport' gearbox. Of the 209 cars built 192 were automatics and 17 were fitted with manual gearboxes.

- BMW South Africa ran one of these 745i models in Class A of the South African Modified Saloon Car Championship, the only motorsport application in the history of BMW 7-series cars.

These cars are legendary and Ben's was sweet; great wheels, beautiful upholstery, exotic wood grains and obviously meticulously maintained.

He explained to me that there is a following here in the Northwest and beyond via a website maintained by Scottie Sharpe, yet another local 745 Bimmer Head. His website is <http://bmwturbos.scottiesharpe.com/default.asp> and is a wonderful repository of 745 information.

bmwturbos.scottiesharpe.com/default.asp

It was a pleasure meeting Ben and sharing the passion for BMW and all that encompasses. If you see a BMW that turns you on, let the owner know. That does not have to be reserved for the annual Renton Concours, although the fellowship there is second to none.

Thanks Ben for sharing with me the excitement and exhilaration that can only come from the heart and a commitment of all things BMW.

Dave Cook
www.LIV2DRV.net
davecook@liv2drv.net

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2008 Banquet Beneficiary Selected

MANY THANKS TO Club members Don & Stacie Becker, Dave Wilder, and Ted Loomis for nominating three very worthwhile organizations as beneficiary candidates for our 2008 banquet. It was a difficult decision but the vote went to Children's Home Society of Washington sponsored by Don & Stacie Becker.

Children's Home Society of Washington is Washington's oldest and largest statewide organization dedicated to meeting the needs of children. Serving more than 30,000 individuals each year, the Society supports children and families across the state through six core services: adoption, out-of-home care, child and family counseling, early childhood education,

family support and education and advocacy.

For information, go to www.childrenshomesociety.org.

Their Vision: A world where all children thrive. Their Mission: To develop healthy children, create strong families, build engaged communities, and speak and advocate for children.

Our other candidates also deserve mention. They were Kinderling Center (www.kinderling.org) sponsored by Dave Wilder and Wonderland Developmental Center (www.wdcbirthtothree.org) sponsored by Ted Loomis.

We are still working on the banquet theme and location. We received a lot of feedback and suggestions on ways to improve this event. Thank you to everyone who responded. We're taking your



Their Vision:
A world where all children thrive.

input to heart and plan the 2008 banquet to be one of the most fun events to date. If you're interested in being part of the planning team, please contact Mary Jo Stojak (Banquet Coordinator) at mj@unofficialbmw.com.



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RTC Offers a Special Summer Session 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 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. These forty hours of class time give 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

THIS SUMMER, 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 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 competently perform auto detailing at a very high level.

The special summer session auto detail class provides forty hours of instruction over five weeks. Classes are held on Mondays and Wednesdays from 4:30 p.m. to 8:30 p.m. The program starts on July 2 and runs through August 6. Registration begins mid-June.

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.



Club member, Jim Egelston, using detailing techniques he learned at a recent RTC detailing class.

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The BMW Ultimate Clean Car Contest



Concorso Italiano—Black Horse Golf Course at Monterey Bay

ON FRIDAY, August 17, 2007, the Central California Chapter will host its 12th annual **ULTIMATE Clean Car Contest** at the Black Horse Golf Course at Monterey Bay. As in years past, the Ultimate Clean Car Contest is held in conjunction with Concorso Italiano. The event will be held within the confines of the BMW parking corral provided for you when you attend the Concorso Italiano. Your entry fee to the Concorso Italiano guarantees you preferred parking within the corral, literally several feet from the concours area. You are also given the option of having your BMW judged or placed for viewing. There is no extra charge to enter

your BMW in the clean car contest and trophies will be awarded to class winners as well as special awards for the BMW driven the farthest, highest mileage and more. This year we will have special parking areas to honor the M5 series. The corral area at Black Horse is spectacular with cool green grass and a beautiful view of Monterey Bay, truly a great place to show off your BMW. Get there early.

There are many automobile events happening this weekend including the Monterey Historic Automobile Races, the Pebble Beach Concours d'Elegance as well as the Concorso Italiano.

Please be advised that separate entry forms and/or tickets are required for each of the weekend events.

For information about the **ULTIMATE Clean Car contest** go to www.cccbmvcca.com and click on the Activities button. There you will find links to an information letter as well as an entry form to pre-register for the clean car contest.

Also, don't forget about Golden Gate Chapter's corral and activities at the Monterey Historic Car Races at Laguna Seca August 18-19. Go to www.festorics.org for information and check out the "Festorics" ad in upcoming *Roundel* issues. See you there!

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2000 M5: 20,660 miles. Perfect inside & out! Titanium silver, with grey/black sport interior. Navigation, heated power seats, moonroof, 6 disc CD changer and lots more. \$36,000. Call or email for more information at srsilverstone@comcast.net or 206-328-7770 (home) or 206-790-8315 (cell).

1995 M3: Black on black coupe with Dinan carbon fiber cold air intake, performance chip & exhaust. Brand new clutch w/ lightweight flywheel. H&R springs with Konis and two separate sets of matching staggered cross spoke wheels 18x8/9 & 19x8.5/9.5 on 235/40 & 265/35 new tires. \$17,900 OBO. Contact Tessa & leave email address at 360-579-1360 for photos & additional details.

1988 M6 Coupe: I'm the third owner; purchased the vehicle 2½ years ago from a CA Bay area collector. Original owner was from OR. Just passed 90,000 miles. Cinnebar Red with grey leather interior in superb shape, 17" racing wheels with low profile tires. Dinan Stage 1 suspension package, new radiator and water pump, new fuel pump and injectors, new BMW calipers and rotors on front wheels. Regular oil changes with all-synthetic oil, some minor oil leaks but doesn't burn any oil. All service records for the life of the vehicle, clear title. Asking price: \$18,000. Contact Bob Lebo at 425-210-0855 or email rgl4888@cablespeed.com.

1979 320i S Package: Black on black. Factory Recaros, limited slip, sport steering wheel, alloys. Factory sunroof, 2.0 litre motor. 165,000 original miles numbers matching. Original paint and interior in pristine condition. All four factory window stickers. All service records since new including original billsheets. Bilsteins, Hella headlights, Ansa exhaust, rear sway bar. New truck forces sale. Excellent example of rare 320i S. \$4,300 OBO. Call Cliff at 425-233-1815.

Parts for Sale

Four perfect TRX (metric) wheels for 1983 533i. Will trade for Laphroaig (Scotch Whiskey) or better. Please contact Marsh at 206-842-0065 or marsherry@hotmail.com.

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E30 325 Wheels/Tires: Save brake wear! Six BB (mfg) 15x6.5 vented rims. Three left and three right, with center caps. Includes well worn track sneakers (Toyo Proxies). Rims are in decent condition. \$300 OBO. Email jfer@pipeline.com or call 206-443-9519 before 9 p.m. Jenny N.

Wanted

Flatbed trailer for Z4: Need desperately; to tow behind gas motor-home, prefer used and light weight. Would consider enclosed if right price and weight. Please contact Cheryl at 253-720-5558 or burgess0203@hotmail.com.

Miscellaneous

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

**July 2: August Issue
August 7: September 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 or sent to *Zündfolge*, c/o Lucetta Lightfoot, P.O. Box 99391, Seattle, WA 98139. **All ads must be submitted for EACH publication.**

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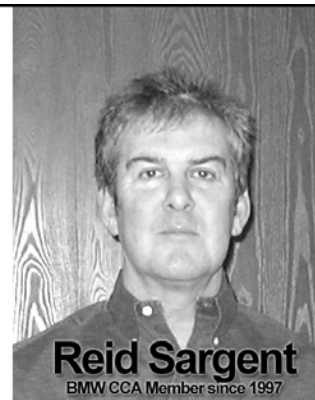
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Page 1 (full page only)	7 1/2"	10"	331	298
1/2 Inside Back Cover	7 1/2"	4 3/4"	181	163
2/3 Outside Back Cover (Color)	7 1/2"	7"	448	403
Full Page	7 1/2"	9 5/8"	294	265
2/3 Page	4 7/8"	9 5/8"	236	212
1/2 Page, Vertical	4 7/8"	6 1/2"	181	163
1/2 Page, 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
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1/4 Page	4 7/8"	3 3/4"	108	97
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