

MARCH 2008



Zündfolge

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



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Interview for new babysitter Call back Maria from HR about new position. Dinner party at Cindy's
Schedule meeting for next Tuesday. Talk to Mark about that new client
Business lunch with A.T.C. next Thursday
Call back Diane and Matt Doctor's appointment next Wednesday at 2pm
Get quotes from printers Buy present for sister's birthday Buy groceries
Dentist appointment on the 13th Take Sam to eye doctor appointment Pick up kids from daycare
Upgrade computer Refill toner cartridges Make vet appointment Paint the shed
Call cable company Volunteer at shelter on Sunday Send back
Buy plane tickets for Kelly and Brad's wedding in D.C.
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ZÜNDFOLGE

March 2008

Volume 38
No.3

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Zündfolge design and layout by
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KALENDER

Club members are encouraged to submit articles for publication.

March 4

Deadline for the April 2008 Zündfolge issue, all submissions must be received by this date. They may be sent to the Zündfolge Editor at lucettalightfoot@msn.com.

March 15

General Meeting at Vintage Racing Motors in Redmond. See, hear and smell some of the world's greatest vintage racecars.

March 16

Cascade Foothills Tour. Join Club Members for a short tour of SE King County, ending with a couple of parade laps around Pacific Raceways. See article in this Zündfolge, and check the Club Events section of our website (www.bmwpugetsound.com) for updates. Send RSVPs and any questions to Scott Hieronymus at tour@bmwpugetsound.com.

March 25

Deadline for the May 2008 Zündfolge issue, all submissions must be received by this date. They may be sent to the Zündfolge Editor at lucettalightfoot@msn.com.

March 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.

March 29

Safety Gear Tech Session, 10 a.m. to noon at Speed Ware Motor Sports located at 7509 159th Place NE Redmond WA 98052. RSVP to Jeff Butler at Jeff@hauryscollision.com.

April 12

Haury's Collision Tech Session, 10 a.m. to noon at Haury's Collision located at 11514 Lake City Way NE. To RSVP or ask questions contact Jeff at jeff@hauryscollision.com or 206-365-1565.

April 19

Member Appreciation Event: at Café Veloce in Kirkland from 1 to 3 p.m. See article in this issue for some information. More details to follow in the April Zündfolge issue.

April 24

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.

May 6

Deadline for the June 2008 Zündfolge issue, all submissions must be received by this date. They may be sent to the Zündfolge Editor at lucettalightfoot@msn.com.

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FROM THE
EDITOR

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

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Vintage Racing Motors Club Visit

March 15

I ADMIT IT, Vintage Jags and 12 cylinder Ferraris make me weak in the knees. There it is, out in the open and I feel much better. We have three BMWs and no Jags or Ferraris in the family so I feel I can say this and still hold my head high at future Club events.

If you appreciate well maintained vintage racecars please plan to join the Club on March 15 from 10 a.m. to noon at Vintage Racing Motors (VRM) in Redmond. You will see fantastic examples of your favorite race cars. Byron Sanborn (Shop Manager) will lead

us on a tour of the shop. Byron will also provide some car history as well as describe the efforts performed by the shop to maintain, repair and provide race support for these automobiles.

Remember to bring your camera because you will have the opportunity to get some great pictures. These are a few photos of past VRM visits sent to me by Keith Fournier and Mike Ellis. Yes, they do happen to be of a Jaguar and a 12-cylinder Ferrari engine. If you volunteer to host the event next year, you'll get to pick the photos

that will accompany your articles too.

The meeting is open to Club members and their guests. There is no charge. Please RSVP to the undersigned so we can get a count of those planning to attend. Please do not contact VRM directly. The Club will provide refreshments.

VRM is located at 9255 151st Ave NE, Redmond. Please see the map below for the location. I look forward to seeing you there.

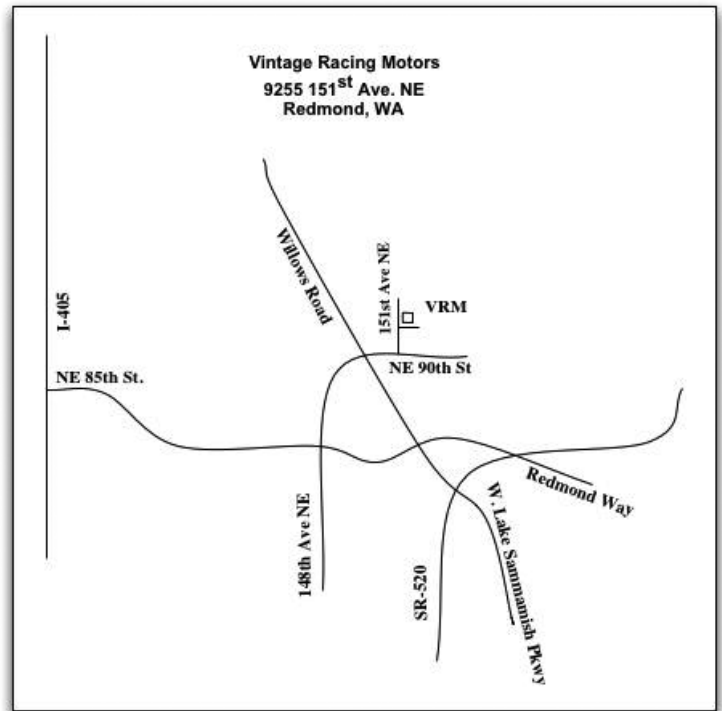
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Photo by Keith Fournier.



Photo by Mike Ellis.






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This month's cover photo shows three PRO3 BMWs heading into turn two during the morning practice at Four Hours of Pacific Raceways. This is one of the many photos from the slide show at the 2008 Club Banquet. To view more photos from the banquet slide show see the center spread in this issue.

Photo by Curtis Creager.



2008 Tours



Photo by Scott Hieronymus.

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

The typical Club tour will see twenty-five to thirty BMWs, from E30s to 7 Series, daily drivers, garage queens and everything in between. Some tours will be shorter and local, ending around

noon with lunch at a local restaurant. Some will be longer, all day events, and at least one tour this year will be an overnigher.

All tours are driven on public roads, minding local traffic laws. We focus on safety, but always make an effort to find little-known twisty roads that are enjoyable at any speed. Your first time being part of a long line of shiny Bimmers will not be forgotten.

Enough talk, so where are we going this year? Below is a tentative schedule.

In addition to the following dates, watch for a possible wine tour to be added soon. As always, check for updates in the Club Events section at www.bmwpugetsound.com.

Cascade Foothills Tour

March 16

Cascade Foothills with a twist: lots of them, actually. This will be similar to last year's *Foothills Tour*, but this time we will finish with a couple of parade laps of Pacific Raceways. If you have always wanted to experience driving on a racetrack, here is your

chance to do it at a moderate pace. There will be no special equipment required. We will meet in the parking lot of the Issaquah QFC (1540 Gilman Blvd) at 9 a.m. After a short drivers meeting, we will depart at 9:30.

Ocean Shores

May 17

Details TBA

Mt. Rainier/Sunrise

June 29

Details TBA

Olympic Peninsula/Pysht

August 10

We've had many requests to do this one again. The roads are very remote and the scenery is beautiful.

Hood River Hops Fest

October 4 & 5

An overnight tour to a great little town on the Columbia River with Mountain Twisties on the way down, and a fun small-town festival celebrating Oregon's finest seasonal beers.

One must be a Club member in good standing to attend tours, but newbies are allowed one run prior to joining. Please send RSVPs and any questions via email to Scott Hieronymus: tour@bmwpugetsound.com.



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Safety Gear Tech Session Speedware Motorsports

March 29

10:00 a.m. to noon

KICKING OFF THE SEASON of driving events this year is the safety gear tech session at Speedware Motorsports in Redmond. Come out Saturday morning for a brief presentation of safety gear required to attend this year's schools and other driving events

As the nation's leading distributor and stocking dealer of brands including ARAI, Sparco, Recaro, Alpinestars and Oakley, Speedware has access to sources and distribution channels that few other retailers can boast. Speedware has a 6,000 square foot retail showroom conveniently located in the

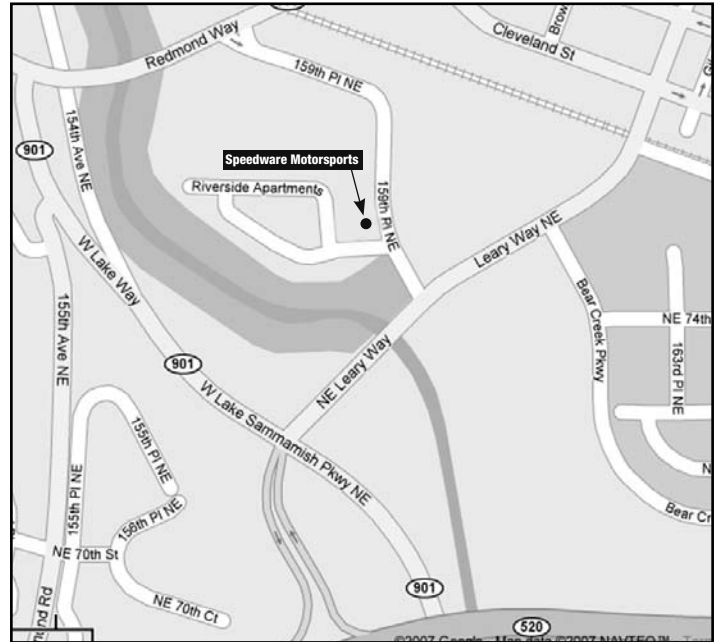
heart of Redmond. Their friendly sales staff combines years of motorsports experience from which you can draw, offering advice or answering questions on everything from safety equipment to the detailing products used by the professionals.

Mark Saturday, March 29, on your calendar and join us from 10 a.m. to noon. Coffee and snacks will be served so arrive early. You can find out more about Speedware Motorsports by visiting www.speedwaremotorsports.com.

Please RSVP for the event to jeff@hauryscollision.com.

Jeff Butler

Tech Event Coordinator



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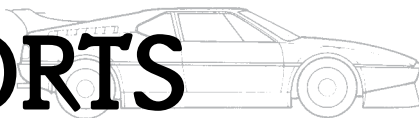
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2008 Driving Events Calendar

It's MARCH and that means our high performance driving school season begins! In February we had our annual Instructor's Clinic, hosted by the Porsche club this year. We share instructors and alternate hosting this event with the Porsche guys.

March 1 is the date for our Car Control Clinic at Bremerton. This is our only Bremerton event of the year; we just couldn't get any other dates. However, BMW CCA members have the opportunity to attend similar events held by other local car clubs. The adjacent 2008 Driving Events Calendar includes many such events open to you.

On Sunday, March 16, it is back to Pacific Raceways and a real road-racing course. This is also our only weekend date for 2008 at PR.

After that, you'll have to call in sick to do BMW CCA schools at PR. The only other dates we were able to obtain are weekdays. On April 11 we'll be there on Friday. Our May 1 date is a Thursday and then we've got another Friday on July 11.

All registration for Club driving schools is now done online. You can go to www.MotorsportsReg.com directly, or via a link on the Club's website.

Requirements

1. To participate in track events you must be a Club member or a member of a reciprocal club. Those include PCA, BMW ACA, BMW CCBC and NWARC.
2. You must be 18 year of age or older and have a valid driver's license.
3. Your car must pass a technical inspection within thirty days prior to the event. The tech form is available on the Club website.
4. You must wear a helmet while driving. A Snell 2000 or newer rated helmet is required. We have a limited number of helmets to use.
5. You must drive a car with a fixed roof. No convertibles are allowed at our track events.
6. You must attend a Car Control Clinic before coming to a school at Pacific Raceways.

Once you register for any of these events, you will receive a full information package including directions to the track, what to bring, what time to be there, etc.

David Lightfoot
Driving Events Coordinator
dec@bmwpugetsound.com

BMW CCA PSR Events

March

- 1 Car Control Clinic at Bremerton
- 16 Driving School at Pacific Raceways

April

- 11 Driving School at Pacific Raceways

May

- 1 Driving School at Pacific Raceways

July

- 11 Driving School at Pacific Raceways

September

- 25 Driving School at Pacific Raceways

Other Events open to CCA Drivers

March

- 7-9 Roadrunner Chapter School in Phoenix
- 8-9 Golden Gate Chapter School at Infineon (Sears Point)

- 8 ALFA School in Bremerton
- 15 PCA School at Pacific Raceways
- 15 BMW CCBC Car Control Clinic at Pitt Meadows

April

- 4-6 BMW CCA IEC Car School in Spokane
- 4-6 Sin City Chapter School in Las Vegas
- 20 BMW CCBC Car Control Clinic at Pitt Meadows
- 24 ALFA School at Pacific Raceways
- 28 BMW ACA School in Portland

May

- 15 PCA School at Pacific Raceways
- 19 BMW ACA School in Portland
- 23 Alfa Lapping Day in Bremerton
- 24 PCA Car Control Clinic in Bremerton
- 25 BMW CCBC Car Control Clinic at Pitt Meadows
- 27 BMW CCBC School at Mission
- 31-6/1 LA Chapter School at Willow Springs

June

- 18 ALFA School at Pacific Raceways
- 20 BSCC Lapping Day in Bremerton
- 20 Tri-Club Day in Portland
- 21-22 Inland Empire Chapter school in Spokane
- 22 BMW CCBC car control clinic at Pitt Meadows
- 26 PCA school at Pacific Raceways

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Sam Posey on Pacific Raceway



THE JANUARY/FEBRUARY ISSUE of *Vintage Motorsport* has an article on “My Favorite Race” about Sam Posey. It turns out that Sam Posey’s favorite race was at Pacific Raceways in the 1969 USAC Dan Gurney 200. This was an Indy car race and included the likes

of Mark Donohue, Mario Andretti, Al Unser, Sr. and Dan Gurney.

Here is how Posey describes the track: “Kent had a kind of Wagnerian feel to it with the rains and winds whipping these magnificent pines and sequoias (or at least Douglas Firs).

Kent had a kind of Wagnerian feel to it . . . It’s a very bracing place. You can feel the sea in the air.

Every now and then there would be a clearing and you could see Mt. Rainier in the distance. It’s a very bracing place. You can feel the sea in the air. I found it wonderful. It has a long straightaway which they use for drag racing, and then a long sweeping left which takes you into a downhill section that is right out of the Nürburgring. It’s one of those tracks where you feel like you’ve been somewhere on a lap, where you’re not just going around in circles.”

This is the best description I’ve ever read of Pacific Raceways. And almost forty years later, little has changed. This is where you will drive at our high performance driving schools.

David Lightfoot

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Collision/Body Repair and Consumer Rights Tech Session April 12

HAURY'S LAKE CITY COLLISION SERVICE

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10:00 a.m. to noon

BMW CLUB MEMBERS Jeff Butler and Zac Underwood, owners of Haury's Lake City Collision, are hosting their annual collision repair and auto insurance tech session. Haury's Lake City Collision is a BMW enthusiast owned and operated repair facility, working directly for the consumer's best interest. Welcome are BMW owners and enthusiasts that want to know how to protect themselves when involved in an accident and receive high quality repairs to their vehicle regardless of what an insurance company says.

The program kicks off at 10 a.m. with a tour of their modern state-of-the-art collision repair facility. See the latest technology in collision repair and refinishing equipment. Topics will include; OEM certified refinish technology and a demonstration of the Celette frame repair jig system. Attendees this year will receive a free accident kit and a \$10 dollar gift card to Lombardi's Neighborhood Italian restaurants.

Following the tour will be the consumer rights presentation by Jeff Butler, President of Haury's Lake City Collision; he will share his knowledge and expertise for dealing with insurance companies and his passion for consumer rights.

We will also hear words of wisdom from guest speaker Attorney Rich Milham. Rich is an accident/injury attorney with twenty-five years experience who serves on the BMW-CCA PSR Board of Directors as Risk Management for the Club. Topics covered will include:

- Consumer rights and state law, what insurers won't tell you.
- Insurance policy language you need to know.
- How do I collect for the loss in resale value to my vehicle?
- Rights when involved in an accident with third party insured.
- How to protect yourself from fraud at the scene of an accident
- Why you should be well informed and involved in the repair process
- How to assert your rights with your insurance company.
- Why you should select a consumer advocate repair shop.
- Learn about the appraisal clause in your insurance policy.
- Tips on purchasing insurance.

Mark Saturday, April 12, on your calendar and join us at Haury's Lake City Collision, 11514 Lake City Way, from 10 a.m. to noon. Coffee and snacks will be served so arrive early. Find out more about Haury's at www.hauryscollision.com. Please RSVP to jeff@hauryscollision.com 206-365-1565.

Jeff Butler

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Member Appreciation Meeting

April 19

OVER THE LAST SEVERAL YEARS, the Club has held an annual meeting to offer members the opportunity to mingle, socialize and allow the board members to introduce themselves. It has been called, variously,



the New Members Meeting, Volunteer Appreciation Meeting and lately the Member Appreciation Meeting. Regardless of what you call it, it is a low key and very informal gathering designed to encourage members who have not attended one of our events to come out and meet the board and some fellow enthusiasts. With a club as

large as ours, there are many members with widely varied interests. Whether it's tours, shine and show, track, tech or what have you, the one common thread is a passion for the BMW marque.

This year the event will be held at Café Veloce in Kirkland. We will start at 1 p.m. and we should wrap up by 3. There will be menu service available if you care to have a late lunch. As mentioned earlier, the board members will introduce themselves and the various committee chairs will speak briefly about their job or event.

We do want to encourage new members or those of you who don't regularly attend Club events to come out and join us. We assure you that if you just want to be a fly on the

We will raffle three fifty-dollar gas cards.

wall, this is a perfect opportunity. It is also a good chance for you to tell us what we can do to make your Club do more to address your interests.

As a means of encouraging participation, we will raffle three fifty-dollar gas cards. Something we can all use, no matter what we drive. So there is the blatant bribe to get you to consider joining us. Let's face it, wouldn't you rather spend Saturday afternoon talking cars with other BMW nuts as opposed to yard work? Final details of the meeting will be in the April *Zündfolge*. Mark your calendar.

Bill Spornitz

Directions to Café Veloce, 12514 120th Ave NE, Kirkland

Café Veloce is located in the Totem Lake mall area just north of Kirkland and just south of the Bothell/Woodinville I-5 exits.

Heading north on I-405

Take exit 20B (NE 124th St) and then take the ramp to Totem Lake Blvd. You will go through the traffic light to 120th Ave and we are off to the right next to Underhills Furniture.

Heading south on I-405

Take exit 20 (NE 124th St) and then turn left on NE 124th Street. You will go through two traffic lights and then take a left on Totem Lake Blvd NE. Get into the right lane, go to 120th Ave and then take a right. We are off to the right next to Underhills Furniture.





2007 BMW Concours Class Winners.



Miki Haraguchi's M3 LTW.



E30 M3 at the 2007 BMW Concours.



Wet qualifying session for the PRO3 drivers at Pacific Raceways.



The 2008 banquet MC, Mike Olsen holding his daughter, Danica, after a drivers meeting during another wet race weekend at Pacific Raceways.

Images from the Banquet Slideshow



BMW E30 towing an E30 grill up from California for the 6th Annual E30 Picnic.



Roundel E30 Picnic.



E30 race car intake manifold.



Tech Session at Griot's Garage.

Annual Banquet Always a Good Time!

THIS YEAR'S BANQUET was no exception. A great group of people, venue, food, plenty of room to mingle, a significantly reduced early bird registration fee, and free parking, made the evening a no-stress event for all.

The reasons for attending were split evenly amongst the guests: 33% came to socialize with friends, 33% came to hear the guest speaker Ross Bentley, and 33% came for the auction items. Approximately 30% of the folks at the event were attending for the first time. Most members came from the Seattle and Bellevue Metropolitan areas, but William Barber came all the way from Alaska!

The generosity of our members was amazing. The total number of people

attending the event this year was lower than in recent years, but those present opened their hearts and wallets to help Children's Home Society of Washington (CHSW). The amount raised by the Club's auction was \$13,000. Add to that another \$1,200 raised by the PRO3 Racers from calendar sales, and a \$2,500 banquet sponsorship from Haury's Lake City Collision and the grand total came to \$16,700.

The banquet can't be what it is without the donors, the volunteers, our members, and our entertaining speaker. Every year, Lance Richert goes above and beyond to procure a wonderful selection of items for the silent and live auctions, and David Lightfoot continues to amaze

us by arranging wonderful and interesting speakers. Ross Bentley's stories were suspenseful, insightful, and provided a glimpse into the life of a professional racer.

Curtiss Creager provided a rich photo summary of the year's past events. And, Dale Beuning spent the evening away from the PRO3 table to help out with the audio/video for the evening. *(Thanks honey, I owe you!)* Our banquet sponsors and members Jeff Butler of Haury's Lake City Collision and Jim Weidenbaum of Trumer Pils added to the event by providing take-away gifts. CHSW provided wonderful volunteers who made it possible for all members to enjoy the event rather than work it. Wes Hill's donation

made for an exciting auction item and the highlight of the auction; the chance to run a novice race in a PRO3 race car. Curtiss Creager and David Wahl won that opportunity. On behalf of CHSW, thank you Wes, and congratulations guys. See you at the track!

It's been an honor to serve as your banquet coordinator. I am passing the torch to de-Anna Martin, banquet coordinator extraordinaire. I have no doubt that de-Anna will continue to improve this event, and look forward to the wonderful experience that she'll provide for us in 2009. I look forward to seeing those dear familiar faces—and the many new ones that I met this year. Thank you!

Mary Jo Stojak

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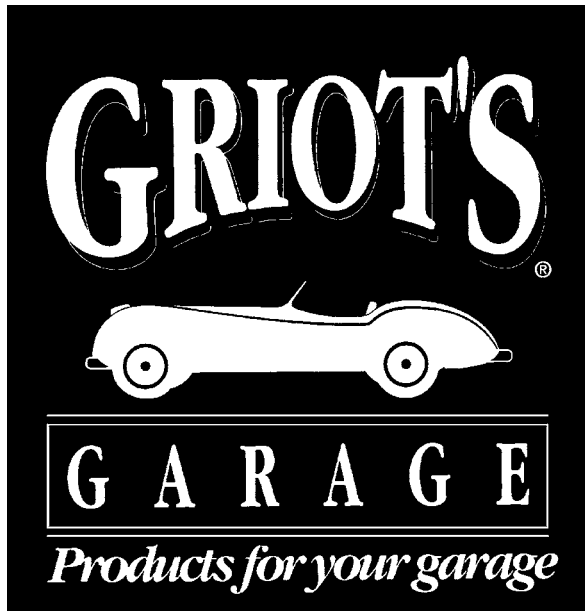
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Next month's *Zündfolge* will provide additional information on the event. Because the event is at a private residence, attendance will be limited.

The event is scheduled for May 2008 and the day will be confirmed in next month's *Zündfolge*. RSVP (first come-first serve) will be required (email preferred) to Rick Gulstrom at rick@gmsarch.com or call 425-644-1446.



Richard Griot has generously invited our Club members to his own residence to see his own personal twelve-car garage.



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Team Seattle at the Rolex 24

FOR DON AND DONNA KITCH, what started twelve years ago as a one time effort to raise money for the Children's Hospital and Regional Medical Center turned into over a decade of work and over three million dollars in contributions to the hospital. This year, over a 24-hour period from January 26 to 27, two GT cars driven by Team Seattle veterans completed nearly 1,200 total laps and gathered nearly 500,000 dollars in pledges from donors around the country (final numbers are still coming in as of this deadline).

In every way, this final effort was a huge success. Team Seattle fielded two cars and eight drivers, all of who had driven at Daytona in the past. With two very well



Before

prepared Porsche GT3 Cup racecars and the Farnbacher-Loles race team providing trackside support, the team ran nearly flawlessly for twenty-four hours, finishing 13th and 21st out of a 41 car GT field. As with all race drivers, there was a hope to finish at the front. However, given the field of world-class professional drivers entered, this was an effort to be very proud of. Keeping two cars



After

on the track for most of twenty-four hours is challenging indeed and except for a clutch problem in the 84 car in the waning minutes, the team accomplished just that. Fittingly, Don Kitch took the checkered flag in car 85 and brought it into pit lane for a happy final celebration of the Team Seattle Daytona experience.

Several BMW Puget Sound Region members

attended the race and a few of us acted as spotters, providing the drivers with traffic information, especially regarding the fast closing DP cars. It was a thrill to be a small part of this effort. Back home in Seattle, several Club members attended the viewing party at Café Veloce, where their generous pledges added to the terrific final total. Team Seattle thanks all of the BMW Club members who have been donors, volunteers and team members over the twelve year run.

Although still in the planning stages and far from a certainty, Team Seattle hopes to finish its charity efforts with a trip to France for the 24 Hours of Le Mans in 2009. We wish them well.

Bill Spornitz

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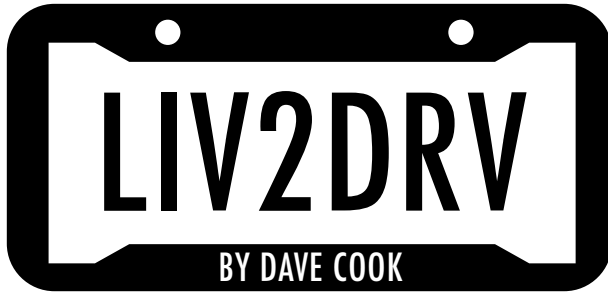


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Video Killed the Radio Star

WE HAD GREAT ROCK BANDS in the late seventies: Journey, Boston, Heart and the list goes on. Then in 1981 a little thing called MTV was born. MTV exposed us to a new sound in Rock and Roll; bands such as A Flock of Seagulls, Duran Duran, Boy George and the list goes on.

This was a really monster change in the music industry, and largely due to technology that allowed the music industry to create bands in the studio. These bands did not have to sound good because the studio would make them sound great. This was a big change from the pre-MTV bands. They had to sound great because the only exposure they got was from massive concert tours. They sounded great live because they could actually perform the music we heard on the radio.

Technology has also changed many things in the automotive industry over the years. Most of them were very good changes. Think of things like power steering, disc brakes and improved suspension systems, of course the list goes on. Much like the music industry creating bands that looked and sounded better than they really were, automotive technology is approaching that same point with our cars.

A recent article in Bimmer Magazine compared the new BMW 550 to the new M5. The author was Klaus Schnitzer, one of my BMW heroes. He made the point several times that the new “driver assist” technologies in these cars are a blessing and a curse. There are many differing schools of thought with regard to Active Steering, Active Cruise and Active Suspension.

I have said before and I will say again, I’m not against technology. After all, I’m a technical engineer during my working hours. Having said that, sometimes I think just because we have the technology to do something does

not necessarily mean we should. I have discussed “Push Technology” (where the dealer has the ability to push software updates to our cars) in prior articles, which caught the attention of Satch Carlson. I am not going to go into that again because I already covered it; I do think that push technology should not be utilized just because we can. Anyway, I digress.

The E28 and E30 are good examples of cars that can be driven hard without the assistance of a computer system. We don’t need technology that makes us better drivers than we actually are. It’s too much like creating a band in a studio. Don’t get me wrong, I love traction control: it has saved my bacon many times. Case in point though, in my E28 535is I can only push the car so far before it pushes back. In some of the newer BMWs I have owned, I can push the car beyond my abilities due to the car’s abilities.

I can only push the car so far before it pushes back

Again I am not saying that we should not incorporate some of these driver nannies; I am simply saying where and when do we say, “Enough is enough!” In the future the cars we love to drive may drive themselves, taking the enthusiast completely out of the picture. When you take the natural talent of the human being out of the driving experience, you are for all intents and purposes creating a Milli Vanilli driving culture.

I consider my driving abilities somewhere between the Eagles and Chaka Khan. I have never had a hit on the radio but have been known to make a video or two.

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Run-Flat Tires Are Repairable

I DRIVE A BMW 650i with 19-inch run-flat tires. A short time ago, the tire monitor flashed the dreaded "Flat Tire" message. I stopped immediately to see if a tire really was low. I didn't see one that was obviously flat, so I proceeded to my destination about a mile away. I finished my errand quickly and hustled home to check the pressure in all the tires. One tire was about ten psi lower than the others. I inspected it carefully and found a nail in it. As luck would have it, it was in the center of the tread.

I have read several articles indicating that run-flat tires are not repairable and must be replaced at considerable expense, approximately \$350. I called the Les Schwab Tire Center about three miles from my home and asked if this type of tire was repairable. I told them that the tire monitor indicated the tire was flat, but it still had about 25 psi in it. They said, "It depends, but often the tire can be repaired if it isn't damaged." Feeling cautiously optimistic, I headed for the tire center after I pumped the tire to 5 psi over the recommended pressure to avoid damaging the sidewalls.

While I was waiting, a fellow customer said, "My wife has a 650i and I didn't think the tires were repairable." I said, "Well, these folks said often they can be repaired, so we'll see."

After an agonizing one-hour wait, the tire was repaired. The tire technician said the tire had a long nail through the tread; fortunately, it was near the center of the tread and not near a sidewall. I breathed a huge sigh of relief and was happy to pay the \$10 repair fee.

To maximize the chance of keeping the run-flats repairable, I purchased the Emergency Tire Repair Kit from Griot's Garage. I also purchased a 12-volt tire pump. I carry these in the trunk so I can keep a punctured tire inflated long enough to get to a tire store.

I trust this will give those of you who have run-flats on your Bimmer some hope and a couple of ideas on how to maximize the chance that a puncture can be repaired.

Steve Plusch

Zündfolge

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