



JULY 2009

Zündfolge

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



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ZÜNDFOLGE

July 2009

Volume 39
No. 7

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Postal Notice

Zündfolge (USPS 715-250) is published monthly (except December) by the BMW CCA Puget Sound Region. Office of Publication: 5135 Ballard Avenue NW, Seattle, WA 98107. Subscriptions are \$10 annually (available only as part of the \$40 membership fee). Periodicals postage paid at Seattle, WA. **Postmaster**, send address changes to:

Zündfolge
PO Box 1259
Bellevue, WA 98009

Boilerplate

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

Zündfolge design and layout by
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Club Activities 3
Motorsports 6
Concours d'Elegance 8

Live to Drive 18
The PRO3 Line 20
Classified Marketplace 24

KALENDER

June 25

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

Deadline for the August 2009 Zündfolge issue: all submissions must be received by this date. They may be sent to the *Zündfolge* Editor at lucettalightfoot@msn.com.

July 4 & 5

Historic Races at Pacific Raceways: The BMW Club will be participating in the car corral at the Historics. See the article and registration form in the May or June *Zündfolge*. Contact Lucetta Lightfoot at lucettalightfoot@msn.com for ticket availability.

July 10-12

Willamette Valley Wine Tour: event is full.

July 26

BMW CCA Puget Sound Region

Concours: The Club's annual Concours will be at Cedar River Park, in Renton. Contact Michelle Miller for information at wearthemillers@clearwire.net.

July 26

Food at the Concours is provided by BBQ2U, contact de-Anna Martin for details at 206-295-3663.

July 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.

August 4

Deadline for the September 2009 Zündfolge issue: all submissions must be received by this date. They may be sent to the *Zündfolge* Editor at lucettalightfoot@msn.com.

August 14

Rally: The Northwest Rally Council invites the BMW Club to an evening of road rallying on Friday evening, August 14, 2009. More information in this *Zündfolge*, on page four.

August 23

M-Car Day: at Griot's Garage in Fife. More information in this issue.

August 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.

September 1

Deadline for the October 2009 Zündfolge issue: all submissions must be received by this date. They may be sent to the *Zündfolge* Editor at lucettalightfoot@msn.com.

September 18-20

Sunriver Festival of Cars: to be held September 18-20, 2009 in Sunriver, Oregon. Join Central Oregon's premier event. See the Sunriver Festival of Cars website (www.sunriverfestivalofcars.com) for more information.

September 28- October 4

Oktoberfest 2009: see www.bmwccaofest.org for more information.

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M-Car Day

August 23

LAST YEAR'S M-CAR DAY was a lot of fun, so we're doing it again! 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 23 for a very special day of camaraderie to celebrate all things rated M. Our hosts will be Griot's Garage in Fife with additional support from Haury's Lake City Collision.

Griot's Garage is picking up the tab for lunch. Yes—lunch will be FREE to each M-Car owner in attendance and one of their guests! In order to qualify for the free lunch, please RSVP no later than Tuesday, August 18. 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.

When responding, please provide me with your name, year and type of M car, number of guests, and your city. You can RSVP to me at Lance@Richertnet.com.

We'll park the M cars by E chassis type, so owners can compare notes on common maintenance issues and modifications. We'll also have a section for regular chassis that have had M Power engine transplants. Please plan to roll in between 10:30 a.m. and 11 a.m. The

BBQ lunch will be served around noon. Later at 1:30 p.m. we'll have some special presentations and a raffle for some great prizes.

During the day, Griot's Garage will open their facility for special tech sessions on the care and feeding of your M car. Also, Jeff Butler, owner of Haury's Lake City Collision, will have their Ultimate Loaner Car 2008 M3 and 2008 Mini Cooper S on hand for you to take for a test drive around the neighborhood.

Griot's Garage will provide a free Car Care Product sample to all those attending plus there will be special discounts in their on-site store. Don't miss this fun and informative day for M Cars!

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 to attend, but for planning purposes, RSVP by email to me.

Lance Richert, '88 M3

Lance@Richertnet.com

425-443-2188

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



Photo by Jason Tang.



ON THE COVER

This month's cover photo features Club member Cole Markusen's E46. To see more about the E46 see the Feature article starting on page ten. Also this year's Concours event on July 26 will feature the E46. For more details on the Club Concours event see page eight.

Photo by Cole Markusen.



THE NORTHWEST RALLY COUNCIL invites the BMW Cub to an evening of road rallying on Friday evening, August 14. BMW Club members will be rallying with the other local rally enthusiasts on the NWRC August Friday Niter Rally. A special BMW class will be created for the participating BMW Club members.

The rally will begin at the Eastgate Park-n-Ride in Bellevue (next to Bellevue Community College). For directions to the Park-n-Ride go to www.nwrally.com. The rally will be approximately sixty miles in length and will last approximately three hours. The rally will end somewhere in or around King County at a local Pizza establishment. The rally will be a touring type of event, without any course-following "traps." Trophies will be awarded to the podium placing BMW Club members. Rally registration opens at 6:30 p.m., with the first rally car out at 7:31 p.m.. The rally entry fee \$15.

There are no limits on the number of BMW Club teams participating in this event. For planning purposes (e.g., how many sets of route instructions needed),



please contact John Humphrey at bakirroo@earthlink.net to pre-register your attendance. And, for all you procrastinators out there, you are welcome as well. Just show up at the Park-n-Ride, and join the fun. The hardest part of this rally will be figuring out which car to use, and who will drive and who will navigate.



Photos by Lucetta Lightfoot.

So dust off that old college clipboard, borrow the wife's book light to navigate with, and remember the digital wrist watch and you have all the equipment necessary to have a good time.

If you have any questions, or need additional information, please contact John Humphrey at bakirroo@earthlink.net.

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MOTOR SPORTS



WE ARE AT THE MIDPOINT of our chapter's track season, making this a good time to reflect back and look forward. We've had two events at Pacific Raceway in 2009: April 16 and May 21. The two events had much in common—all good and no problems. The Car Control Clinics (CCC) were both full with twenty enthusiastic participants new to our sport. The High Performance Driving Schools (HPDS) weren't quite full but close.

In both cases we had beautiful sunny weather which is not something to ever take for granted, especially this year.

And in both cases we had our usual terrific instructor performance who were professional, proficient and personable. The students were great too: well behaved, attentive and wanting to learn. So we all had a great time and got to drive really fast too!

We will (hopefully) repeat our past successes two more times in 2009. On July 10, Friday, you can come out and drive the same track the vintage cars were on just one week before. And on September 13, Sunday, we will have our final outing for 2009.

The July 10 date, being a Friday, will be slightly more expensive for the HPDS because the track rental fee for the Club is higher. We'll be charging \$250 for the HPDS while the CCC will stay at \$125. Registration, as ever, will be on www.MotorsportReg.com.

The September 13 date, being a Sunday and our only weekend date all year, will be more expensive still since the track rental is a lot more. The HPDS will be \$350 and the CCC will be \$150. Early September means the weather will be perfect and it will be a fitting end to the season.

Judging by the enthusiasm of the CCC participants at the April and May events, we expect to see a lot of these folks step up to the HPDS. Some of the CCC participants were taking advantage of the opportunity to get as many rides with instructors as they could after the completion of their CCC. I think there were some people who did half a dozen ride-alongs. If you enjoyed the rides, you're sure to love driving yourself!

David Lightfoot

*Driving Events Coordinator
d.lightfoot@comcast.net*

2009 Driving Events Calendar

BMW CCA PSR Events

- July**
10 Driving School & Car Control Clinic at PR
- September**
13 Driving School & Car Control Clinic at PR

Other Events Open to CCA Drivers

- July**
3 BMW CCBC HPDE at Mission, BC
6 BMW ACA School at Portland
9 Corvette Club School at Pacific Raceways
12 BMW CCBC Skills Day at Pitt Meadows, BC
17 BSCC Lapping Day at Bremerton
18 PCA Skills Day at Bremerton
22 ALFA School at Pacific Raceways
29 PCA School at Pacific Raceways
- August**
8 PCA Young Drivers Skills Day at Bremerton
10 BMW ACA School at Portland
16 BMW CCBC Skills Day at Pitt Meadows, BC
- September**
1 BMW ACA School at Portland
3 PCA School at Pacific Raceways
4 BSCC Lapping Day at Bremerton
5 PCA Skills Day at Bremerton
22 BMW CCBC School at Mission
- October**
1 PCA School at Pacific Raceways
3 PCA Women's Only Skills Day at Bremerton
4 BMW CCBC Skills Day at Pitt Meadows, BC
9 BSCC Lapping Day at Bremerton
12 BMW CCBC HPDE at Portland
15 ALFA Lapping Day at Bremerton
24-25 BMW CCA IEC HPDE in Spokane
25 BMW CCBC Skills Day at Pitt Meadows, BC
- November**
1 PCA Skills Day at Bremerton

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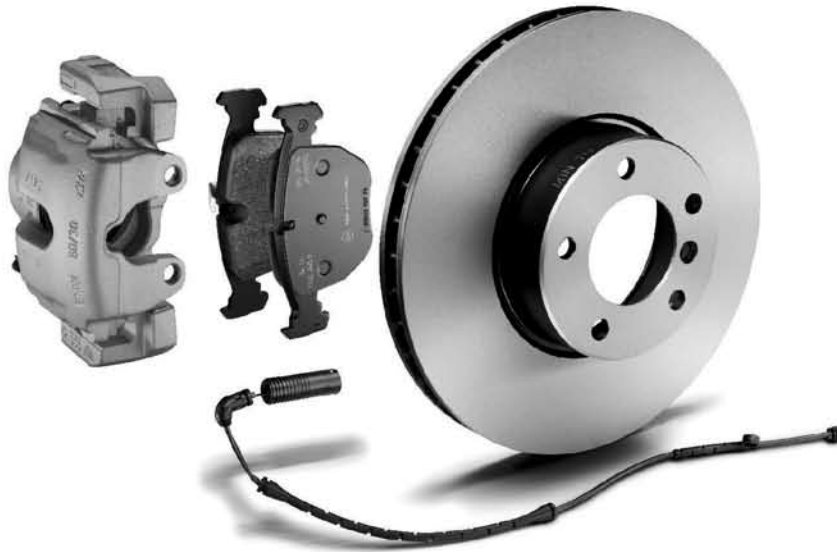
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Concours d'Elegance and BMW Heritage Picnic

July 26

Sunday, July 26, 2009 • Cedar River Park, Renton • Sponsored by BMW Seattle and Griot's Garage

Schedule

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

BMW Seattle



JOIN US FOR THE 29th Annual Concours d'Elegance and Heritage Picnic at Cedar River Park in Renton. This year we are pleased to be included as part of the 24th 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 will be music, arts and crafts booths, food vendors, an art exhibit and other activities for the whole family. Mark your calendar for Sunday, July 26.

This is a special day for Club members to come together and enjoy each other's company as well as display their BMWs at their very best. There will be two classes you can choose from for your BMW—a Judged class, with our famous etched glass trophies awarded to the winners, and a non-competitive Display class, where you can show your BMW 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. We will also be inviting the

local BMW Motorcycle club to display their BMW motorcycles with us.

Judged Class

Not sure if you are up for having your BMW judged? We judge only on cleanliness, and 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 there are bonus points for mileage, which evens out the competition for high versus low mileage cars. Best in Show is determined by taking the top BMW from each class, and lining them up for a final review by a three-judge team. Previous scores are not considered as the judges choose the cleanest, most dazzling BMW on the lawn.

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. You'll be parked with the judged cars in your class.

All participants will receive a Griot's Garage sample kit, commemorative 11x17 poster (see photo of poster on page twelve), 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 and thank them. BMW Seattle is providing the beautiful glass trophies as well as a junior and adult BMW cruise bikes for our raffle valued at over \$1,400 (pictured below)! 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.



BMW Seattle is donating as a raffle item both a junior Cruise Bike valued at \$475 and a BMW Cruise Bike valued at \$990.

Children's Activities

We will have a special tent with activities for kids including coloring. Renton River Days will have many other activities for kids nearby.

Featured Car: E46 3 series

The featured car this year is all styles of the BMW E46 3 series (1999-2005). There will be a special class for these 3 series and they will have their own trophies for those entering the judged class. We hope you consider bringing your E46 3 series out, in whatever condition it is in. The more the merrier!

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 the cars, helping in the children's tent, etc. If you would like to help, please contact event coordinator Michelle Miller at 253-334-9948 or wearethemillers@clearwire.net.

Registration

Registration will be done through MotorsportReg this year. Go to www.motorsportreg.com to register. Information can also be found on our Club website at www.bmwpugetsound.com. If you don't have access to a computer, please contact Michelle Miller to register. Costs are the same as last year. Judged Class is \$30 (\$40 after 7/20); Display Class \$20 (\$30 after 7/20); Display Class – non member \$30 (\$40 after 7/20). 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!

Michelle Miller
253-334-9948

wearethemillers@clearwire.net



Photo by Wayne Mulholland.

2009 BMW Club Concours d'Elegance Classes

Class #	Class	Models	Years
01 Display Only	Pre-War	All	1928-1941
02 Display Only	Post-War Old Range	501,502,503,507,3200CS Isetta, 600, 700	1952-1965 1955-1965
03	Vintage Cars	1502, 1602, 1802, 2002 1500, 1600, 1800, 2000 E3 2500,2800,Bavaria E9 2000CS, 2800CS, 3.0CS	1966-1976 1962-1972 1968-1977 1965-1975
04	Early 3 Series	E21 3 Series E30 3 Series	1977-1983 1983-1991
05	Early Big Cars	E12 5 Series E28 5 Series E26 M1 E23 7 Series E24 6 Series	1972-1981 1982-1988 1978-1981 1977-1987 1976-1989
06	Modern 3 Series	E36 3 Series	1992-1999
07	Recent 3 Series	E83 X3 E90 3 Series	2004-current 2006-current
08	Modern Big Cars	E34 5 Series E32 7 Series E31 8 Series	1989-1996 1988-1994 1990-1997
09	Recent Big Cars	E39 5 Series E60 5 Series E38 7 Series E65 7 Series F01 7 Series E53 X5 E63-E64 6 Series E70 X5	1997-2003 2003-current 1994-2001 2002-2007 2000-current 2004-2007 2005-current 2007-current
10	Z Cars	Z3, Z4, Z8, Roadsters and Coupes	1995-current
11 Featured Car	E46 3 Series	E46 3 Series	1999-2005
12 Display Only	Mini		2002-current
13 Display Only	Racecars		All
14 Display Only	BMW Motorcycles		All

Cedar River Park
Just East of I-405 in Renton
1717 Maple Valley Highway & House Way

DIRECTIONS:

From I-405 South: Take Exit 4 (Maple Valley exit). This takes 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 Feature Car: The E46 3 Series

THE BMW E46 MODEL is the fourth generation of the BMW 3-Series entry-level luxury car/compact executive car. Following the path it set with the introduction of the E36, the E46 3 Series came to market one model at a time, starting with the 1999 323i and 328i four-door sedans. The most obvious changes to the new 3 Series came by way of its reshaped body and included a new front end, wider wheel arches and a more rounded roof line. The headlights now featured "cut outs" below the lenses, which emphasized the traditional BMW quad headlight design.

Just as the E36 had grown in size in comparison to the E30, so grew the E46. The wheelbase increased by only an inch to 107.3, while overall length was up about an inch and a half to 176 inches. The 3 Series was still comfortably compact and smaller than the contemporaneous Honda Accord.

Mechanically, changes to the E46 were initially rather subtle. Structurally, the body shell was, BMW claimed, seventy percent stiffer than the E36s, and the

extended wheelbase allowed the engine to be moved further back in the chassis in order to retain 50/50 weight distribution. More extensive use of aluminum in the suspension components helped reduce unsprung weight, and the track was widened, even though the basic suspension, braking and steering system designs were almost unchanged. Rear-seat passengers found the E46 roomier than any previous 3 Series, and all the occupants were protected by new structures and a full array of airbags.

Four-cylinder models weren't part of the E46 equation in America, though they continued to be offered elsewhere. The U.S.-market inline-6 engines featured a lighter aluminum block, a more advanced Double VANOS variable valve timing system and a dual resonance intake system. The E46 328i 2.8-liter mill made 193 hp at 5,500 rpm and 206 lb-ft of torque at just 3,500 rpm, while the 2.5-liter produced 170 hp and 181 lb-ft of torque in the still confusingly named 323i.

The E46 came with over ten different bodykits and over twenty different

wheel styles. Wheel sizes ranged from 15" for the base models, 17" for the sports package, 18" for the performance package, and optional 19" wheels for the M3. Inside, seats were offered with fabric, synthetic leatherette, authentic leather, or Alcantara.

The cold weather package included a ski-bag, headlamp washers, and heated seats. The sports package included bolstered seats with power lumbar support, a three spoke steering wheel (which came standard on the coupe), 17" staggered wheels, and sport suspension (also standard on the coupe). The premium package included rain sensing windshield wipers, wood grain, power seats, an auto dimming rear view mirror, and leather seats. Other miscellaneous options included a navigation system (in 2002 it was upgraded to a wider 16x9 screen), floor mats, universal garage door opener, mud flaps, exterior sport bumpers (the "M Technik" kits), cell phone preparation and hands-free, and a compass integrated into the rear view mirror.

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For 2000, the E46 line expanded with the introduction of the 323Ci and 328Ci coupe models and, later, the convertible (in 323Ci form only). For the first time, a wagon (only available in 323i trim) joined the line.

Despite still being a fresh face in the marketplace, the E46 was upgraded in both 2001 and 2002. For 2001, the 2.5-liter engine was modified to boost its output up to 184 hp, while the 2.8-liter engine was replaced by a new 3.0-liter version rated at 225 hp. Though wagons were still restricted to the smaller engine, convertibles could now get the big one. In celebration, BMW once again called the 3 Series with the 2.5-liter engines 325s, and those with the 3.0-liter engine

became 330s. To the chagrin of hard-core BMW enthusiasts, steering effort was also lightened.

In addition, the company reintroduced all-wheel drive as an option on sedans and wagons to create the 325xi and 330xi, which hadn't been an option in the 3-series since 1991 when the E30 325iX was discontinued. BMW produced the 325xi and 330xi in the US between 2001-2005. The AWD models were well received by reviewers for giving customers in severe winter climates the option of an AWD 3-series.

For 2002, BMW updated the appearance with a revised front fascia and new taillights.

Continued on Page 14

Concours Food

COME ONE, COME ALL, if not for the cars then for the food. How about a summer social? The Concours d'Elegance is a perfect time to get together with Club members, enjoy cars and good food. We've included a food vendor as in years past, but a different company. You don't have to put your car up for judging or display, so come out and enjoy things we all have in common; food, cars and people.

BBQ2U is a local BBQ catering company and will be there to quench your thirst and fill up your tummies. I've arranged the following menu:

\$6 Combo Meals include sandwich, chips and a beverage (water or soda)

- Pulled Pork
- Chicken
- Sausage

If you have any questions regarding the food service for the event, please call de-Anna Martin at 206-295-3663 or send an email to deMartin@pc-resource.com.

BBQ2U is locally owned and a BMW enthusiast, so if you enjoyed your experience you can hire them for your next event. Call Gary Parker at 253-853-6764 or email at GParker@texasBBQ2U.com.

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Photo by Dan Garrettson.



Photo by Aaron Marks.



Photo by Cole Markusen.



Photo by Terrence Dorsey.



Photo by Bryce Richert.



Photo by Amy Pierce.



Photo by Jason Tang.

Concours d'Elegance Feature Car: The E46 3 Series *Continued from Page 11*

To no one's surprise, the E46 continued to be just as wonderful as all its 3 Series ancestors. But the E46 M3 was something else altogether. With flared wheel arches, side gills and four chrome exhaust tips burbling under a unique rear skirt, the M3 was muscular, refined and more than a little menacing.

But the best part of the E46 M3 was underneath that sensuous sheet metal. Concealed beneath the aluminum "power dome" hood were 3.2 liters of inline-6 packing every engine technology except thrust vectoring (which is still reserved for fighter aircraft). Output was a staggering 333 horses, fully 93 more than the previous M3's motor, and 262 lb-ft of torque. It was amazing what variable valve timing, individual throttle bodies for each cylinder, an 8,000-rpm redline and an exhaust system BMW calls "one of the freest-flowing ever installed in a production car" could produce. In our tests, the M3 ripped from zero to sixty in five seconds flat. Devouring the quarter-mile required just 13.5 seconds at 105 mph.

For 2003 the 3 Series finally received the option of a DVD-based navigation system. Other enhancements fitted as standard included a front center armrest for the 325 models, a rear center headrest for sedans and wagons and a moonroof for the wagons.

In January 2003, at the Los Angeles International Auto Show, BMW of North America introduced the 330i Performance Package, order code ZHP. The package was available for the E46 platform beginning with mid-2003 330i sedans, and the following year for 330Ci coupes and convertibles. This was a trim-level upgrade that included engine, suspension, and aesthetic upgrades. The color option of Imola Red replaces Electric Red when ordered with ZHP Performance Package, otherwise only available in the M-series. The ZHP package helped BMW fill the gap from the departure of the four-door E36 M3 in 1998, as the E46 M3 was only available in coupe and convertible form. Car and Driver magazine track-tested the car, which returned a 0-60 mph time of 5.6 seconds and passed through the quarter mile in 14.2 seconds.

A slew of changes took place for 2004; those of the mechanical variety



Photo by Aaron Marks.



Photo by Jason Tang.

included the expansion of the six-speed SMG gearbox to models beyond the M3 and the availability of an automatic transmission with the 330i Performance package. Visual tweaks were subtle on the 330i sedan (a black grille insert replaced the previous silver unit) and more overt on the coupes and convertibles (new front fascias and light cluster designs). A few new features joined the standard equipment list for sedans and wagons, including rain-sensing wipers and automatic headlights.

2005 marked the final year of production for the E46 sedan and wagon. A power moonroof and Myrtle wood trim became standard on all models, a power top was made standard on the 325Ci convertible and SMG transmission availability was limited to 3.0-liter models equipped with the Sport package. The Performance and Premium

packages could now be ordered together, and a flat tire warning and white turn indicator lights were standard across the lineup.

The E46 experienced enormous success in all markets and was widely considered the performance benchmark of its class. The record year for the E46 was 2002, when 561,249 vehicles were sold worldwide.

As a credit to the E46 platform, it was chosen for Car and Driver Magazine's "10 Best Cars" every year of its production. See Car and Driver Ten Best.

This article includes portions of Edmunds' Inside Line article BMW 3 Series Generations, which were excerpted with permission of Edmunds.com, Inc. Read more about the BMW 3 Series at <http://www.edmunds.com/insideline/do/Features/articleId=66153>.

Our Members Cars—the E46 3 Series



Photo by Club member.

Terrence Dorsey—2002 325i Touring

My wagon is my second E46. I started with a 2000 330i - one of the first batch brought to the US - ordered with the sport package and manual transmission only. No sunroof, no leather, no electronic doo-dads. It was a great car. Powerful enough, civilized, loved to cruise at 90 (or more), and returned 27-30 MPG on road trips.

A few years later we'd added a dog and our daughter was born; I replaced

the sedan with the 2002 325i wagon in my photos. It has served us well over the years, driving up and down the west and east coasts and across the country. We can fit the entire family (now with a second daughter), though I think road trips with the dog will soon require a roof box.

I'm so taken with the balance of sporting ability and utility in our wagon that it inspired a web site where we'll be covering the history of the wagon,

news and articles about wagons, tricks for optimizing performance and utility, and hopefully some test drives down the road. Check out *thesportwagon.com*.

Aaron Marks—330ci

I don't have many specifics to cite about why I love my car, but it is my third E46 so I just keep coming back for more. They are great cars, fairly reliable, easy to work on, and a blast to drive. The E46 is a great balance of classic BMW feel in a modern enough package that you still get a lot of the new technology like Bluetooth and Dynamic Stability Control; both of which are very helpful for daily driving. I've done a few modifications to my car, all of which have made it even more of a pleasure to drive, by adding a Quaife 3.46 limited-slip differential, KW coilovers, Hotchkis anti-roll bars, Dunlop Direzza Z1 Star Spec tires, ceramic coated headers, and an Active Autowerke custom ECU flash.

Continued on Page 16



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Our Members Cars—the E46 3 Series *Continued from Page 15*

Bryce Richert—1999 328i Sedan Supercharged

Ten years ago, I shipped my Eunos Presso (Mazda) from Japan in order to track it here in the states. It didn't get out of the port and through customs for six months, so I had to ship it back. Very sad, I gave up, for quite a few years, even thinking about tracking a car.

Come 2005, and watching the E46 go lower and lower in price, I purchased a used first-year 1999 E46, which I bought knowing entirely well I'd be flogging the heck out of it at the track. Towards that end, I spent the first year at the track baselining its performance (like a boat) and learning rear-wheel driving motor sporting (I had come from the front wheel drive world in Japan). After that first year, my first modification was the TCKline suspension, which turned it into a totally different car. I had to relearn how to drive it. Next I added sway bars for some fine-tuning, then adjustable camber plates for better turn-in and longer tire wear at SIR. The shifting was slow so I added a short shifter that next year as well. It turned



Photo by Kent Regan, Onsite Productions.

into a tight little package (although it still weighs 3200 lbs).

Sick of having my E46 M3 buddies leave me in the dust on the straights, I made the decision to install a supercharger with water/methanol cooling at Speedware in Redmond. I was very apprehensive about tuning and engine internals, but the supercharger we chose was relatively low boost (6psi) and records seemed to show that it was a friendly match for this car. So far so good. Again I found myself relearning the car; all my shift points had suddenly changed and the corners came up quicker!

A year later I feel the little buddy is right where it needs to be; I can drive to

work with it everyday and on those nice summer days, really tighten the suspension up and let it loose on the track. Had I known then what I know now would I have simply bought an E46 M3 instead? Tough call . . . maybe yes just for the LSD! Aside from track-induced consumables and regular maintenance, this car has yet to shock me with something catastrophic (knock on wood). Regular upkeep and fluids keep this little guy going and going and has only let me down in rare circumstances, and only as a result of something the knob-head owner had done.

I have not named my E46 . . . like you might name a bike or a boat. I still refer to it as "it." Even when I do acquire the next BMW I cannot imagine giving this car up. . . . maybe dedicated track car? Maybe one of my daughter's high school cars? Who knows what the future holds. I know that it won't last as long as the earlier BMW models; that's just a fact of life, but with enough love and maintenance, we'll drag it out for as long as we can . . . and figure out a name eventually.



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Cole Markusen—2000 323ci

Being a part of a car club has been an absolute blast. After my first summer working up in Bristol Bay, Alaska, I got back and got my car. I knew it was the one I wanted, because I had been searching for over two years. Little did I know what would come of owning the car. Shortly after getting the car I joined a couple of local and national car clubs and wow, I can't imagine my life without it now. I have met some of my best friends from the club and I have seen more parts of the state and countryside because of it. We have driven all over Washington State, British Columbia, a little bit of Oregon and California. Being able to see everything at such a young age has been a true blessing. Some of my fondest memories have been from these excursions. I wish more people could experience it.

The car itself has become a work of passion, sometimes that passion is amazing and sometimes it's frustrating. Over the years of owning the car I have

absolutely loved making it my own, making it a one of a kind. From the get go I have always tried to modify my car to the point where I liked it but it didn't completely stand out. I like things to be subtle as if it could have come that way from the factory. Over the entire process I have received a lot of positive feedback from not only fellow BMW enthusiasts but from absolute strangers as well. It is definitely a great feeling knowing something you have worked on so hard is being appreciated by others as much as you.

Al Garchitoren—2002 M3

It took me awhile to find my M3. I found the M3 to be a perfect balance between a daily driver and a car that I could bring to the track. It is classy, smooth and quiet, while the Subaru STi was raw, rugged, and rough. I feel the M3 has timeless bodylines; the E46 M3 is a classic and always will be. Now my search began for the right M3. I am too picky to settle for just anything!

I knew I could find them in the low \$30s, but it seemed as if they were the ones with higher mileage or a few years old. I certainly didn't want to be cheap, but also didn't want to pay too much. To my surprise, I found a mint 2002 Steel Grey. I had the car checked out after the test drive and everything came back like new. I ended up coming back a few days later on my birthday and drove it home!

"We" always say we will leave the car stock, and, well, we all know that's just a dream. My daily driver E36 M3 was mildly modified, and all in the right areas to get the perfectly balanced car I always wanted. Perhaps I took it too far, but I knew the E46 M3 wouldn't be stock for too long.

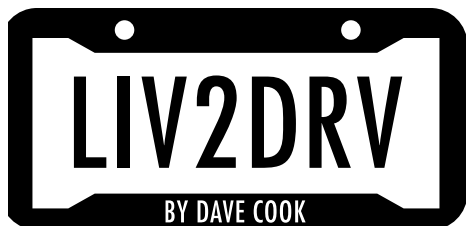
"We" always say we will leave the car stock, and, well, we all know that's just a dream.

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Story and photographs by Jack Healy

"Izzy" the M2

THIS IS MY FIRST VINTAGE BMW, a 1972 BMW 2002. I've owned a few modern BMWs but always had a desire to own one of these cars. In the early seventies I was just getting to the age where I started noticing cars and thinking about what I would own someday. I remember mowing the lawn of a neighbor when he came home with a brand new 2002 in Inka Orange. Everyone in the neighborhood including me thought this was the coolest car ever made. One day he took me for a drive and it just struck a nerve.

Over the years I often thought of this car and always wanted to own one, someday. Before I found Izzy, I owned everything from a '63 Triumph Spitfire to your basic Ford Taurus (a company car early in my career). The closest I've been to getting emotionally attached to a car was an early eighties Porsche 911—that was a great car! I've also owned a BMW 7-series but when we moved to Whidbey Island it was deemed a poor fit for island life and sold to a fellow enthusiast. I participated in a 2002 drive recently with this same gentleman who told me that the 7 was still steaming along as a daily driver and has needed nothing but an occasional oil change. Maybe I should have kept that car.

In 2003 I found Izzy. The car was in relatively poor condition, so I set out



on a long journey to get the car back to running condition. It took over a year, along with the help of a local mechanic. I learned a great deal about these cars along the way. I also found a very dedicated and loyal group of enthusiasts not only here in the Pacific NW but around the country. There is a forum at www.BMW2002FAQ.com where you can find a lot of advice, obscure information and can buy and sell parts. An invaluable resource! Since Izzy isn't a particularly collectible car, I decided to modify the car in many ways to bring it up to more modern specs. Almost everything has been rebuilt or replaced. After a few years with a stroker motor, I got the bug to update the engine with a more modern S14 four-cylinder engine from the first M3s. I'm not the first to install one of these motors in a 2002, so there

was a fair bit of information out there to help us with the project. Referred to informally as an "M2," these conversions really add a great deal of power and reliability.

Besides the conversion to an S14 motor, I have completely redone the interior, installed Recaro seats, relocated the battery to the trunk (a common conversion), lowered the suspension, rebuilt the differential (3.91 LSD), installed a five-speed transmission from a later 3-series, put in a close ratio steering box plus numerous other performance, safety and cosmetic improvements.

Izzy was not only my first vintage BMW, but the catalyst for a growing collection of cars that now includes two '69 2002s: my vintage racing car and a rally car built for the Targa Newfoundland (entered in this year's event). I

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bought a '71 2002 for my son right before he turned sixteen; he's driven it for the past five years with very few problems. I also own a '73 3.0 CS coupe.

Izzy was built with the goal of a hot street setup in mind. She begs to be driven and is amazing to drive. After several 2002 outings and other CCA drives, I began participating in the BMW CCA street performance schools in 2004. This led to my all-consuming racing addiction. After three CCA weekends, I bought a '69 BMW shell and put together a race car, took the ProFormance school at Pacific Raceways and was off and running. Since then I have raced "Pete" (the race car) up and down the West Coast, on tracks like Road America in Wisconsin—even a month of racing in New Zealand in the "Southern Festival of Speed" (February 2008). It all started with Izzy—a broken down car in need of some serious body work and little things like a running engine.



Izzy remains my daily driver today. I do not own any modern cars, as this car is completely reliable and fun to drive. It puts a smile on my face every time I set foot in it. It also brings a smile to other people's faces. Not a week goes by where somebody isn't coming up and telling me their own story about the time they drove one of these cars, or how much they would like to own one.

I have put more money into it than it's worth, but I never intended on this car being any kind of investment—it is a passion. I am always thinking about the next mod but am pretty happy with the car as it is today. Someday I will need to repaint her and freshen up the motor, but for now she runs great!

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THERE'S A BREAK in the racing action here at PRO3 headquarters, but by the time this reaches your opposable thumbs, we will have completed ICSCC race #3 with our out-of-club racer friends from around the country, including James Clay, owner of BimmerWorld; more to follow on that event in future issues.

In the mean time, I'm left to my own thoughts before the next race about what I wish to convey to the seven faithful readers of this diatribe . . . I mean, "column." It occurred to me recently that of all the questions I get about PRO3, the least-asked inquiry is, "So, how much does it cost to race?" Or any slight variation thereof. Sure we get lots of

questions about the cost of the car and building it to PRO3 spec; but let's face it, that is the cheaper part of this hobby: the initial cost of the car.

Let me qualify this and other statements I'll make here, that this is based on my own experience and your results may vary. You can spend like a drunken politician and grab the best (or the best sales pitch) of everything "racing," or you could scrimp and save and push your tires to 20+ heat cycles and still go racing. Most of us reside somewhere in the middle.

I love answering questions about PRO3 and the car itself. It is after all, a very accessible class. But what happens after the car is built? It is one thing to have a racecar in the garage to annoy your spouse and impress your buddies, and quite another to

You can spend like a drunken politician and grab the best (or the best sales pitch) of everything "racing," or you could scrimp and save and push your tires to 20+ heat cycles and still go racing.

take that car to a track and campaign it for a full season of twelve to fourteen races. I can see some people doing the math when they ask the usual questions: "How many races do a set of tires last?" Or, "How much fuel do you burn?" Those are obvious expenses and easy to quantify. It's the other, not so obvious expenses of racing that many a new racer or aspiring racer misses.

How will you get the car to the track? True, a PRO3 car can remain street-legal; some competitors drive their

cars to the races. The better way to transport a racecar though, is on a trailer. (You paid how much for that suspension? Do you really want to trash it on the public roadways?) So, now you have a tow vehicle and a trailer. If you're smart (unlike me) you can use your daily driver as the tow rig. If not, then you've got another vehicle to maintain, to insure, to register, etc. Add the cost to buy the trailer and include the costs to maintain and register it. Now add the costs to actually tow

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that car around all creation looking for the next race. Remember when diesel was \$5/gallon last summer?

What about the overnight? Unless you plan to show up Sunday morning, qualify, race, and then go home that evening (it does happen) then you have to plan on sleeping somewhere. This is all over the board. Most folks grab a hotel room. Others, like me, sleep trackside in the luxurious accommodations provided for in the Rickshaw Shanty, where others bring their own version of the Four Seasons complete with flat-screen TV and icemaker. So let's just go with the average, and call it a hotel room for at least two nights.

Don't forget meals. Thankfully, we have Greg and Toni Miller in the Mothership pro-

viding a great lunch service at most races for donation only. You are on your own for everything else.

So now, you've got the trailer, the tow rig, the fuel to tow to the track, and even a place to stay and eat. Fantastic! Your race weekend has just started. You pre-registered for the event, avoiding the late entry fee, but still, that equates to about \$245 for one run group and another \$135 or so for the second group. Don't forget the worker fund! Throw another \$10 or so into the kitty to thank the volunteers that allow you to spend this investment of yours!

Now the real expenses start. As soon as you fire up that race motor that costs about \$4,000 on average to

Some figures range between \$6 per minute to \$12 per minute to run a PRO3 car.

rebuild, you're committed to spend more dollars on the track. Some figures range between \$6 per minute to \$12 per minute to run a PRO3 car. It really depends on how much you spend on the equipment and how often you want to change brake pads, tires, oil and on and on. The Reaper costs me about \$7 per minute to run. This figure includes all the equipment that wears out on the car as well as some dollars allocated to the inevitable rebuilding of the engine and replacement of the transmission and differential. Most track events with one run group will yield about ninety minutes of track time or roughly \$630.

Once everything is accounted for, and factoring in a hotel room, it is not difficult to spend between \$1,300 to \$1,400 per race weekend in (mostly) actual cash expenses. Granted, there are some non-cash expenses factored in with time and wear and tear on the race motor and the tow vehicle, but the reality is that you will eventually spend that money.

Notice that I can skim about \$200 off each race from the expenses because my family uses the camper. Even still that shack cost me money (if you saw it, you'd probably say something to the effect, "You paid someone for that?") but over time it gets cheaper with each use.

Of course, what is not accounted for in the list is what if something breaks?

A broken rocker arm, a flat-spotted tire, a new front clip (*ahem*); these surprises can start to add up and quickly drain the race budget. This is the real story though, with facts and figures you don't find in any other publication, by the way.

There is a great alternative to all this expense, and that is renting! There are a number of cars in the PRO3 livery that are available for rent. From the pro shops with arrive and drive outfits like TCMotorsports and Adare Motorsports, to the individual racer looking to offset the cost of his weekend, opportunities abound for finding a ride without the expense of owning the car.

Given the expense involved, and because I believe that if something can be swept out of sight, and therefore out of mind, I use a unit identifier to better disguise this hobby: the Race Unit. Depending on what you race, your value of a Race Unit will vary. In my case, an RU is \$100. So as you can see, it is much easier when I tell my wife that a weekend only costs me 14 Race Units! I think she's on to me, but I can't tell... I'm too busy packing the race trailer for the next event.

I'll see you at the finish line.

*Michael Olsen drives the Spirit Halloween Superstores PRO3 car #130 in local ICSCC competition racing
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All Members Meeting and Movie Recap

MAY 16 WAS THE BMW Club All Members Meeting and Movie at the Admiral Theater in West Seattle. I had hoped that this event would have been a little better attended, unfortunately it was competing with the first really sunny Saturday of the season. There were about twenty-five people in attendance. Many of the Board Officers were there to introduce themselves and explain a little bit about their role in the Club. The Club collected \$229 and about twenty-five pounds of food for the West Seattle Food Bank. All of the monetary donations will be eligible for BMW CCA National matching funds. The West Seattle Food Bank was very appreciative of our efforts.

At 12:30 the engines were fired up, and all in attendance were treated to a showing of the 1967 classic racing film Grand Prix. With the large screen and high-definition projector, the image quality was superb, and the movie was entertaining. For some, this was the first time they'd seen the movie, and for others it was a welcome chance to see it again on the big screen after many years. Both old and young had the chance to come out to a classic theater location, and see a classic racing movie, the likes of which may never be duplicated again.

Thank you to all of you who decided to come on such a beautiful sunny day. Next time we will try and schedule for rainy weather.

Stephen Hughes-Jelen



Lance Richert, Bob Mearns and Jim Millet share a story before the movie started.

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BMWs for Sale

2001 M3: six-speed E46 model, 72,000 miles, second owner (both BMW CCA members), superb condition in and out, CarFax certified, no accidents or paint work, fully loaded, 19" OEM M3 wheels with newer tires, heated nappa leather seats, tint, xenon lights, HK CD/MP3 sound system though the speakers have been upgraded with Rainbow BSW Stage 1 speaker kit, moonroof, clear corners, side markers and rear taillights, painted reflectors, Rogue upgraded tranny mounts (smoother shifts), Rogue clutch stop, every record since new, very fast, serious buyers only please. Buy a car like this ///M with a clean history that has no issues, problems or excuses. \$21,500 obo. More pics and CarFax available. Please email or call for more info. Contact owner by email at mahall75@hotmail.com or call 206-352-8630.

1995 M3: Avus Blue w/ black leather. Sunroof, 5-speed, 108,500 mi. non-smoking, one owner, no crashes, no track days. Purchased new and original service at Bellevue BMW, all service at Strictly BMW since, including Dinan chip, Dinan stainless exhaust, UUC short shift, stainless water pump upgrade. Dinan Stage 1 suspension kit (springs and Koni adj shocks) installed 2008. Umnitz H-4 headlight upgrade w/ angel eyes. Michelin Sport PS2s on beautiful Becker mesh-spoke wheels w/ BMW logo centers. Original BMW wheels also included. All major service protocols current and completed at Strictly BMW. They can verify what a fine car this is. Everything works. Firm and fair at \$10,500. Contact owner by email at rwspreen@comcast.net or call 425-888-5343.

1995 M3: Daytona Violet with black leather interior. 150,000 miles, 5 speed, AC Schnitzer exhaust, short shift, sway bars and rear diffuser. Aftermarket wheels with Pilot sports, Bilstein sport shocks. Attractive fun car in good condition. Priced to sell \$7,000. Please call 425-591-4885 or email mishoer@yahoo.com.

1991 M5: Black/ Black leather in very good condition for E34-M5. 196,000 miles. California car for (sixteen) years. Recent work performed: air-mass meter replaced. Stage II tune including new water-pump (water pump did not fail—preventative maintenance), including belts and vacuum lines replacement. Dunlop 225/40/17 tires, clutch, drive shaft, all front-end components; upper and lower control arms, neoprene bushings, etc. Dinan Stage II suspension, D'Sylva chip, Alpine head unit+6-CD changer. Second owner since 2000. First owner bought an E39 M5. Car is tight, runs strong, never smoked in, tracked or in an accident. Complete maintenance history. Only 2,200 of these hand-built M5s imported to US 1990-1993. \$6,500 obo. Contact Michael at 503-772-1892 or michaelbadger@msn.net.

2000 M Coupe: Original Florida car with only 36,300 miles. S52 engine (3.2L), 5-speed. Recent BMW Inspection 1 service from Car Tender, emissions/new tabs. Car color is Titanium Silver with Black leather interior. Both body and interior are in very good shape and very clean. Mobil 1 synthetic oil since new, no track time, mostly garaged. ACE forged wheels (8.5" front and 10" rear), Toyo TR1 Ultra performance tires, new stainless Flowmaster mufflers professionally installed. The original mufflers, car cover and BMW first aid kit included with sale. Car is stock other than above items. Car has rebuilt title due to low speed parking lot incident in Florida, which required replacement of front bumper, air bags did not deploy. Nice car I am not driving. \$19,000 obo. Call Chuck at 425-280-7042 or send email to cottageblue@msn.com.

1996 Z3 Roadster: Silver/Black Leather. Loaded. Like new condition with 111,000 miles (8,500 per year). Near new tires and brakes. 1.9 liter motor pulls 29 MPG city and 34 MPG highway. Serviced at Eastside Bavarian. Current NADA value is \$8,900. May trade for nice E36 or E46 four door or wagon in trade. Call 206-230-0203 (work) or send an email to starke@nwinsctr-mi.com.

1988 M3: Lachsilber/Natural, 126,xxx miles. No major mods. 16" BBS w/very new Yokohama AVS ES 100s. Contact Jerry at 206-772-0843 or email pjwarden1@comcast.net and I will send more complete information and pictures.

1969 1600: two door, blue, needs body work. Restored engine, rebuilt transmission. Call Jack at 253-841-2919 or email jpmarilyn@juno.com.

Parts for Sale

Three series wheels with Blizzak tires: four genuine BMW 7 spoke wheels 7J x 16 with Bridgestone Blizzak 205/55 winter tires driven one season. Tread depth 11/32" to 12/32". I don't know exactly what models these will fit, but you probably do. Wheel data from back: 7J x 16 H2, IS 47, BMW 1 094 498, K5, KAG, BM 316007. \$500 obo. Pix available. Call 360-299-0516 or email davidwilder3@gmail.com.

E24/E28 Transmission: New condition OEM driveline for automatic transmission. BMW paper label still on driveline. \$75. New OEM driveline center bearing/rubber mount. \$10. Contact Jon Ackermann at 425-829-4175.

E24/E28/E30 3:46 Limited slip differential: medium case with polished finned cover in mint condition. Redline 75w90 oil. New output flange seals, snap rings, and dust covers. New bearing cap o-rings. \$250. Contact Jon Ackermann at 425-829-4175.

E24/E28 Sway bar links: New Dinan/OEM front sway bar drop links. \$10. Contact Jon Ackermann at 425-829-4175.

Spacers: Fits many BMW wheels. Excellent condition 5 x 120 bolt pattern 25mm billet spacers with lug bolts. New \$159.95, asking \$50. Contact Jon Ackermann at 425-829-4175.

Differential: Diff is a 4.10 LSD for an E30, has 71,000 miles on it. \$350. I can be reached at 206-434-5161 or at racingtowardsred@aim.com.

Wanted

Front and rear seats: For a 1974 2002, Recaros from a 320iS would be perfect, prefer tan but black would be OK. Contact Steve at steve.knaup@gmail.com or 206-799-5824.

Miscellaneous

Puget Sound Region Club logo shirts for sale: Adult sizes. Short and long sleeve T-shirts in white and light grey, grey sweatshirts, and beautiful embroidered Land's End collared shirts available. Contact Lynne Eskil for details and pricing by phone at 206-406-1521 or send an email to lynne.d.eskil@boeing.com.

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June 30: August Issue
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AD SIZE	WIDTH	HEIGHT	REGULAR RATE	DISCOUNT RATE
Inside Front Cover	7 1/2"	10"	\$ 410	\$ 370
Inside Back Cover	7 1/2"	10"	310	280
Page 1 (full page only)	7 1/2"	10"	350	315
1/2 Inside Back Cover	7 1/2"	4 3/4"	190	170
2/3 Outside Back Cover (Color)	7 1/2"	7"	470	425
Full Page	7 1/2"	9 5/8"	310	280
2/3 Page	4 7/8"	9 5/8"	250	225
1/2 Page, Vertical	4 7/8"	6 1/2"	190	170
1/2 Page, Horizontal	7 1/2"	4 3/4"	190	170
1/3 Page, Vertical	2 3/8"	9 5/8"	150	135
1/3 Page, Horizontal	7 1/2"	3 1/4"	150	135
1/3 Page	4 7/8"	4 3/4"	150	135
1/4 Page	4 7/8"	3 3/4"	115	105
1/6 Page-Vertical	2 3/8"	4 3/4"	100	90
1/6 Page-Horizontal	4 7/8"	2 3/8"	100	90
Business Card	3 1/2"	2"	75	65
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