



JULY 2010

Zündfolge

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



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ZÜNDFOLGE

July 2010

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Club Website

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Zündfolge Staff

Editor-In-Chief

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

Columnists

Dave Cook
Aaron Kimpton
Wayne Mulholland
Michael Olsen

Display Advertising

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

Photographer & Photo Editor

Duane Montagne

National Office

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

Join the BMW CCA

<http://www.bmwcca.org>

Renew your membership

<http://www.bmwcca.org>

Change of Address

<http://www.bmwcca.org>

Contact the BMW CCA

<http://www.bmwcca.org>

Portland ACA Club

BMW ACA Portland Office
P.O. Box 3491
Portland, OR 97208
Phone: 503-287-2697

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Boilerplate

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Paulette Eickman 206.283.1423.

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KALENDER

June 24

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

June 26-27

E30 Picnic Weekend: See www.E30Picnic.com for details. Register at www.MotorsportReg.com.

June 29

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

July 2-4

Historic Races at Pacific Raceways: The BMW Club will be participating in the car corral at the Historics. Contact Lucetta Lightfoot at lucettalightfoot@msn.com with questions.

July 3

Wenatchee Tour: save the date; more information in the June *Zündfolge*.

July 9

Rally: Northwest Rally Council invites Club members for an evening of road rallying. See article in this *Zündfolge* issue.

July 25

Concours d'Elegance: at Cedar River Park in Renton. For more information contact Michelle at wearthemillers@clearwire.net.

July 29

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

August 1

BMW Club Hospitality Tent: at ICSCC Car Tender Challenge, Pacific Raceways, Kent.

August 3

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

August 4

BMW Club Wednesday Night at the Drags:

Come join the fun! To RSVP or ask questions contact Jeff Butler at jeff@hauryscollision.com.

August 22

M-Car Day: at Griot's Garage in Tacoma.

August 25

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

August 31

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

September 10-12

Walla Walla Wine Tour: see details in this issue or contact Dane Martin at 206-274-5274 or bmw@pc-resource.com.

September 17, 18 & 19

Sunriver Car Event: Plan now for a weekend filled with many wonderful cars. German cars are featured this year. Club contact is Lucetta Lightfoot at lucettalightfoot@msn.com.

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

President

Mike Ellis
253-222-6948
ss337@comcast.net

Vice President

Tom Olsson
206-890-8616 (c)
tolsson55@gmail.com

Secretary

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

Treasurer

David Lightfoot
206-660-6190 (c)
treasurer@bmwpugetsound.com

Banquet Coordinator

Position open

Concours Coordinator

Michelle Miller
253-334-9948
wearthemillers@clearwire.net

Membership Coordinator

Scott Winn
253-468-2456 (c)
twowinns@mac.com

Risk Management

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

Roster Manager

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

SIG Coordinator

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

Tech Events Coordinator

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

Tour Coordinator

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

Track Chief Driving

Instructor
Karl Seeger
425-868-2027
cdi@bmwpugetsound.com

Track Event Coordinator

Rick Gulstrom
425-644-1446 (w)
dec@bmwpugetsound.com

Web Site Coordinator

Ken Hill
425-334-7435 (h)
khil178@earthlink.net

Zündfolge Advertising

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

Zündfolge Editor

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

CCA Pacific Region VP

Steven Johnson
858-451-8906
pacificvp@bmwcca.org



July 9

Rally Time!

THE NORTHWEST RALLY COUNCIL invites the BMW Club to an evening of road rallying on Friday evening, July 9, 2010. BMW Club members will be rallying with the other local rally enthusiasts on the NWRC July Friday Niter Rally. A special BMW class will be created for the participating BMW Club members.

The rally will begin at the Eastgate park and ride in Bellevue (next to Bellevue College). Find directions to the park and ride at 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 is \$15.

There are no limits on the number of BMW Club teams participating in this event. For planning purposes however (e.g., how many sets of route instructions are 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 and ride, and join the fun. The hardest part of this rally will be figuring out who will drive and who will navigate.

So dust off that old college clip board; 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 any additional information, please contact John Humphrey at bakirroo@earthlink.net.

Olympic Peninsula Tour

August 8

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. This will be the second running of 'The Iron Butt Tour.' With the Olympic Mountains taking up the middle of the Peninsula, there are no shortcuts here, just Hwy 101 all the way around. We are talking approximately 350 miles and over six hours of driving time. Still reading? Good! The payoff here is going to be some of the best scenery in the state. We'll see the Olympics, the Hoh Rain Forest, Pacific Ocean beaches, and the back end of several monstrous RVs.

Our route will be clockwise, with a short stop at Lake Quinalt Lodge in the morning. Our picnic spot will be on the beach at Kalaloch State Park. From there, we'll dodge vampires through Forks and head out to Highway 112 along the Strait of Juan de Fuca, with Port Angeles being the end of the official tour. The route home from there will be your choice.

Plan on meeting in the south end at 8 a.m. After a quick drivers meeting, we'll be off around 8:30 a.m. The early start will allow us to stop a few times, rather than just blowing by all the scenery. Bring a blanket, a picnic lunch, FRS radios if you have them, binoculars, cameras, and as always, a sense of adventure! I expect the return to the Seattle area to be around 6 p.m. or so.

To receive the meeting location, send your RSVP to Scott Hieronymus at tours@bmwpugetsound.com. You need to be a BMW CCA member to attend tours, 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. See you there!



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ON THE COVER

This month's cover features the BMW E39 M5. You can see more E39 M5s and other great BMWs at our annual Concours. See the featured article on page eight for more information.

Photo by Brad Husick.



Photo by Dane Martin.



ARE YOU INTERESTED in a relaxing weekend filled with amazing wine, food and people? If so, mark your calendar for September 10–12 for the 2010 wine tour in Walla Walla.

The three-day weekend will be a first class experience with hotel accommodations, meals, and of course winery tours and tastings, including a premier winery event on a private ranch.

Friday will begin with an adventurous drive from Seattle to the far reaches of southeastern Washington. We will leave the urban sprawl to experience rural highways and scenery changing from forests to mountains, farmland, rivers, wheat fields and finally vineyards. You will pack a picnic lunch to be consumed at a scheduled stop somewhere east of the mountains.

Accommodations have been arranged at the historic Marcus Whitman Hotel in downtown Walla Walla where we will have a reserved parking area in the spacious lot. If you've never heard of the Marcus Whitman, check out the web site at www.marcuswhitmanhotel.com. The Marc is a spectacular hotel within walking distance to many winery tasting rooms, restaurants and lounges to enjoy during the weekend.

Saturday and Sunday will each begin with a hot buffet breakfast at the hotel, followed by a brief driver's meeting. Each day will feature three wineries and include some free time to explore on your own or with a small group.

There will be two special treats this year. On Saturday afternoon, Spring Valley Vineyard will host us at their vineyard and ranch, tucked into the rolling hills and wheat fields just north of town. We will be treated to a private tour, tasting and lunch served in the vineyard. Spring Valley is a family operated estate winery that consistently produces 90+ point wines and is frequently in the Wine Spectator Top 100 list.

The second treat will occur on Saturday evening as we enjoy a group dinner at the historic Whitehouse-Crawford Restaurant, literally steps from our hotel. Whitehouse-Crawford is the fine dining standard in Walla Walla, known for using the freshest ingredients available from the rich Eastern Washington fields.

Wineries currently scheduled are Reininger Winery, Dunham Cellars, Spring Valley Vineyard, Pepper Bridge Winery, Northstar Winery and Waters Winery.

Registration

Registration opens on Monday, July 12 at www.bmwpugetsound.com where a link will take you to the registration page. Motorsportreg.com is our registrar again this year so you may want to create an account before July 12 if you don't have one already.

The registration fee is \$150 per person and covers all meals on Saturday and Sunday along with tasting fees at all

scheduled wineries. After your reservation has been accepted, you will be directed to reserve a hotel room for two nights at the Marcus Whitman. Rooms will be available at a reduced rate of \$119 per night for a standard room or \$139 for the executive tower, depending on your preference.

The registration fee is non-refundable, but I will be accepting wait-list registrations if you need to give up your spot. The registration deadline is July 30 in the event that space is still available.

This year's tour will again be limited attendance due to space restrictions at most of the venues. We are limited to twenty cars or forty people whichever comes first. Last year's wine tour filled up in four days, so don't delay if you want to attend.

Questions—contact Dane Martin at bmw@pc-resource.com or 206-274-5274 (evenings or leave a message).



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MOTOR SPORTS



WE'RE AT THE MIDPOINT of our track season—a good time to both reflect back and look forward. The last three events were held at Pacific Raceway on April 16, May 27 and June 24. All three dates had low attendance. The Car Control Clinic (CCC) had sixteen enthusiastic participants new to our sport. To help increase attendance at the High Performance Driving School (HPDS) discounts were provided for those students that attended the CCC. The Club will again provide discounts at the next CCC for our August and September driving schools. The HPDS weren't quite full, and we will continue to look at ways to increase attendance.

In all cases we had good weather; not something to ever take for granted, especially this year. And at all three events we had no "incidents," which means everybody went home happy.

As always we had terrific instructor performance at all three events: professional, proficient, and personable. The

students were great too. Well behaved, attentive and eager to learn. We all had a great time and got to drive really fast!

We will (hopefully) repeat our past successes on Thursday, August 12 and Thursday, September 16. Come out and drive the track with a new surface laid down on turn 2; the cars will really hook up on the new surface. To register go to www.Motorsportreg.com.

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

Rick Gulstrom

Driving Events Coordinator

rick@gmsarch.com

2010 Driving Events Calendar

BMW CCA PSR Events

August

12 Driving School & Car Control Clinic at PR

September

16 Driving School & Car Control Clinic at PR

Other Events Open to CCA Drivers

July

5 BMW ACA School in Portland

9 BSCC Lapping Day in Bremerton

10 PCA Skills Day at Bremerton

11 BMW CCBC Driver's Challenge/Pitt Meadows

16-18 BMW IEC School in Spokane

21 PCA School at Pacific Raceways

31 PCA Young Driver Skills Day at Bremerton

August

9 BMW ACA School in Portland

15 BMW CCBC Driver's Challenge/Pitt Meadows

18 PCA School at Pacific Raceways

September

1 ALFA School at Pacific Raceways

3 PCA School at Pacific Raceways

3 BSCC Lapping Day in Bremerton

4 PCA Skills Day in Bremerton

23 ALFA Lapping Day in Bremerton

26 BMW CCBC Driver's Challenge/Pitt Meadows

30 PCA School at Pacific Raceways

October

4 BMW CCBC School at Mission, BC

8 BSCC Lapping Day in Bremerton

16 PCA Skills Day in Bremerton

23 ALFA Novice School in Bremerton

31 PCA Skills Day in Bremerton

31 BMW CCBC Driver's Challenge/Pitt Meadows

Contacts:

BMW CCA Inland Empire, Scott Adare

www.iebmw.org

sadare@aol.com

BMW ACA, Portland, Greg Meythaler

www.bmwacaportland.com

greg.meythaler@intel.com

BMW Car Club of BC, Rolf Drommer

www.bmwccbc.org

schools@bmwccbc.org

Bremerton Sports Car Club, Dave Ely

www.bscc.net

de2mr2@msn.com

NW ALFA Club, Herb Sanborn

www.nwalfaclub.com

blue74gtv@earthlink.net

Porsche Club, Tom Pritchard

www.pnwr.org

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SPEED GUARANTEE

German Car Challenge



Bob Mearns' PRO3 racecar.

SO, YOU'VE BEEN A MEMBER of the Club for a while now, and you're a HUGE fan of the brand. On top of that, you've discovered a passion for the local High Performance Driving Events. Maybe you're even one of the local heroes and an instructor at these events. Bottom line is, you love your car and you love DRIVING it!

Over the last twenty odd years of being involved with the local car community here in the Northwest, I've met a lot of people just like you. Quite frequently a common question comes up with this group of car enthusiasts. Now this question can take on many forms, but in the end, what they all want to know is, "What's next?" People think they're pretty skilled at driving, but they want to get better. They think they're fast, but how do they com-

pare to other drivers? Maybe they've reached a plateau with their learning in their street BMW M3 or Porsche C4 and they're looking for another challenge? Regardless of how the question is phrased, I always answer the same, "COME RACE WITH US!"

If you've ever wondered about it, there is an event scheduled at the end of July that you should know about. For the weekend of July 31/August 1, we've put together a race that will showcase local racers that have primarily come from our local car clubs. Even more important, this race will showcase some of the most inexpensive (relative in the world of racing) classes of sports car racing here in the Northwest. I think you'll find it especially interesting as these two classes come

from your favorite marques. We're going to have a special "German Car Challenge" race as part of the normal Conference weekend race schedule. This race will pit the some of the best local Porsches against comparable BMWs. You'll witness the rear engine Porsches go head to head with various M3s of different years as well as a large number of 944 based cup cars taking on the BMW 325 based PRO3. We're expecting more than fifty cars on the grid, with

and say hello. We will attempt to pit all of the German cars together in one area for easy viewing and comparing. Bring your camera and any questions you may have for the drivers. This is a very family friendly event and we encourage people who have contemplated road racing to stop by "and slip one of these race cars on" to see if it fits! We're also going to have a car club corral for those who show up waving (and driving) the flag of their favorite



A 944 CUP engine.

the real show being the two "spec" classes of 944 CUP and PRO3. (Please read the accompanying article to see a brief comparison of these two vehicles.) The cars will compete all weekend in their regular class designations, but this "special" race will be held Saturday, July 31 with qualifying in the morning and the race late Saturday afternoon. It's important to note that this is the first time these two classes of cars will be on track at the same time, together, racing for the same checkered flag!

The BMW Club will be supplying snacks again for all Club members that stop by

marque. Wear your team colors as well, with branded hats, shirts and jackets. We want to see people supporting their club and car in the stands. The racing will be as good as anything you see on television!

So mark July 31 on your calendar and please plan on joining us. Most of the local amateur BMW and Porsche drivers, as well as many of your fellow Club members, track junkies, and DE driving instructors will be there. Who knows, while you're there, you may answer your own question of, "What's Next?"

Wes Hill

PRO3 owner and driver



The "office" of a 944 CUP car.



Concours d'Elegance and BMW Heritage Picnic

July 25

Sunday, July 25, 2010 • 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 Annual Concours d'Elegance and Heritage Picnic at Cedar River Park in Renton. We are once again part of the Renton River Days Festival. Our big show, along with music, arts and crafts and other family activities, will be part of the many activities for the public to enjoy during Renton's annual festival. Mark your calendar for Sunday, July 25.

Come see the history and beauty that make up BMW's heritage. This event is very popular with 300-400 people in attendance and BMWs on display spanning seven decades. Help make this our biggest Concours to date by registering now. 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.

Featured BMW: E39 M5

The featured BMW this year is the E39 M5. There will be a special class on the center lawn for the E39 M5s and they will have their own judged class trophies. Bring out your E39 M5!

Classes

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 to show off your car and participate in the festivities.

Display Class

Anyone can get their car on the lawn in the Display Class. It's a terrific way to take part in the event if you don't wish to compete but want to come and show off your car. No days of detailing for you, just wash it, clean the wheels, and you'll be good to go! You'll be parked with the judged cars in your class.

JUDGED CLASS

Want a trophy to line your shelf? Here is your chance. 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. A three-member team's independent results are then totaled to determine a score judges each class. 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. Taking the

top BMW from each class, and lining them up for a final review by a three-judge team determines the Best in Show. Previous scores are not considered as the judges choose the cleanest, most dazzling BMW on the lawn.

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 raffle prizes!

2010 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)	
Credit Card: ☐ Visa ☐ MC	Card Number: _____ Exp (MM/YY): _____
Name on Card: _____	3 or 4 digit code: _____
Signature: _____	
AMOUNT TO CHARGE _____	

If paying by check make checks payable to BMW CCA Puget Sound Region. Send registration to Michelle Miller, Concours, 2713 SW 327th St, Federal Way, WA 98023.



They will also be bringing out some of the newest BMW models for us to look over, including the new 5 series. 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. Also sponsoring the event is club member Aaron Breeden of Brecus Motorsports, an aftermarket company for M5s. They will have information about their aftermarket products for M5s and a raffle item as well.

Race Cars Display Free

Do you have a race car? Bring it out and show it off to Club members. All race cars display free and we love to see them. Byron Sanborn will be bringing a 1975 Factory Group 5 CSL to display. This car has an incredible story. Find out about this great example of BMW racing history at the concours.

Children's Activities

We'll have a special tent with activities for kids including coloring. Renton River Days will have other activities for kids too.

Food

Club members from BBQ2U will be providing us with some great BBQ throughout the day. Bring some cash with you to get a delicious lunch.

Volunteers Needed!

This event requires many volunteers to spend part of the day helping make the event a success. We need people to help judge cars, help with check in, coordinate parking the cars, helping in the children's tent, etc. If you would like to help, contact event chair Michelle Miller at wearethemillers@clearwire.net or 253-334-9948.

Registration and Costs

Costs (listed on the registration form) are the same as last year. Registration is available at www.motorsportsreg.com. Go to www.bmwpugetsound.com for direct links or mail in the registration form from this issue of the *Zündfolge*.

*Michelle Miller, 253-334-9948
wearethemillers@clearwire.net*

Directions

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

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.

2010 BMW Club Concours d'Elegance Classes

Class #	Class	Models	Years
01 Display Only	Pre-War	All	1928-1941
	Post-War	501,502,503,507,3200CS	1952-1965
	Old Range	Isetta, 600, 700	1955-1965
02	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
03	Early 3 Series	E21 3 Series	1977-1983
		E30 3 Series	1983-1991
04	Early Big Cars	E12 5 Series	1972-1981
		E28 5 Series	1982-1988
		E26 M1	1978-1981
		E23 7 Series	1977-1987
		E24 6 Series	1976-1989
05	Modern 3 Series	E36 3 Series	1992-1999
06	Modern Big Cars	E34 5 Series	1989-1996
		E32 7 Series	1988-1994
		E31 8 Series	1990-1997
		E39 5 Series	1997-2003
		E38 7 Series	1997-2001
07	Recent Small Cars	E46 3 Series	1999-2005
		E83 X3	2004-current
		E90-93 3 Series	2005-current
		E82 E88 1 series	2008-current
08	Recent Big Cars	E60 5 Series	2003-2010
		E65 7 Series	2002-2007
		E53 X5	2004-2007
		E63-E64 6 Series	2005-current
		E70 X5	2007-current
		F01 7 Series	2008-current
		E71 X6	2008-current
		F07 F10 5 Series	2009-current
09	Z Cars	Z3, Z4, Z8 roadsters and coupes	1995-current
10 Featured Car	E39 M5	E 39 M5	2000-2003
11 Display Only	Mini		2002-current
12 Display Only	Racecars		All
13 Display Only	BMW Motorcycles		All



One Man's Journey – Mark Baker's 2003 M5

Mark Baker picked up his new (to him) 2003 M5 in January 2009 in Pensacola. Here is his story.

On Sunday, January 18, 2009, the seller (Pete) picked me up from Pensacola's airport in his brand new 2009 M6 convertible he had ordered last fall. He had performed a road trip of his own that weekend, driving it back from three states away. I had done a ton of research on the car, even checking out the owner's reputation in the community. I also had the opportunity to communicate with his dealership's service advisor and obtained its entire service history from BMW's records. With my Valentine One in hand, I went on a one-way plane ride to Pensacola. (Could they write a country song about that?)

The car had about 47,000 miles on it and matched what I saw in all the pictures. I knew I would detail it when I got back, but a tip of the hat to Pete as he cleaned it for me. Evidently he wasn't the type of guy that opened the engine hood to see what was going on in there. When I opened the hood there was dust everywhere and leaves in the corners at the base of the windshield. That's a prime candidate for no dipstick BMWs! Leaves in the engine bay of an M5?!

I had to fly across country to get the color combo I wanted: Lemans Blue with Caramel leather. This car fit the requirement to have less than 50,000 miles so I could purchase an extended full coverage warranty. This M5 was completely stock which was important to me. I felt more confident about this car because not only was it under the BMW extended service plan, but it was already under an extended warranty! So I had no concerns about any postponed work. In addition, all the work had been completed at BMW dealerships so I could see the entire service history. I also liked the fact that it had a fairly new engine and clutch. The seller did uncover some work in the PPI which his warranty paid for prior to my purchase. The finishing touch was that he had the rims touched up and mounted with new Michelin Pilot Sports.

After leaving his house in Pensacola I made a dinner stop at Steak and Shake—a place my boss said I had to visit

before I left the south, and it turned out to be a great recommendation. Some of you will understand this: I just HAD to go to a car wash and clean the leaves out of the engine bay and do some detail work on the car before I left Pensacola. It did put off my departure but that night I still made it through Alabama and Mississippi to my first stop in Slidell, Louisiana. In the preparation for this trip I was pretty busy in Washington state so this was my first full night of sleep since the weekend started. It provided the rest I needed to make the long drive across Louisiana through Texas to Del Rio, home of the movie, "No Country For Old Men," also home of Laughlin Air Force Base.

While driving the flatlands near the gulf I took it fairly easy to check MPG and found it was 23 MPG actual (24 on the computer). Not far into Texas I got the check brake lining message with the red "brake" light after a stop. I didn't hear any squealing or scraping in the brakes, but I was wondering if they would last the remaining 3,000 miles back to Seattle. I called various BMW dealerships and found that there wasn't a dealership in southern Texas which had front or rear brake rotors for the M5—the only components they had were the sensors and rear brake pads,

which I ended up getting from a dealership in San Antonio. To say I was a little concerned was an understatement.

At 880 miles I was with my son and his wife in Del Rio, Texas at the end of the first full day of driving. Since we were only a few miles from the border (he had a nice house off base) he wanted me to put the M in their garage for the night. They had some homemade ice cream waiting for me. So his treat was getting to drive the M on base the next morning with me driving his car behind him. I was amused by all the attention he got while he was in line to get on base. Lemans Blue is not one of those colors that blends in, but it is blue, and we were entering an Air Force base!

I called the previous owner about my dismay over the brakes and I had one of those "duh" moments. He reminded me there was no expense to worry about—brakes are covered under its BMW extended service plan. I called ahead to Phoenix and Chapman BMW told me that with their inspections they don't do anything about the brakes unless the "check brake liner" alert is on. So that explains why the dealership in Pensacola did not address the brake situation—they weren't ready to die yet. This news was not terribly nice to find out only 500 miles into a 3,400 mile road trip!

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Especially since apparently no one from San Antonio to Phoenix seemed to have one complete set of brake parts for an E39 M5. Chapman had front rotors and pads but no rear rotors! Chapman said they would get the front brake components ordered in time for my arrival in Phoenix. That was solved, now would they last until Phoenix?

On day three my son drove us back on the base in the M5 and checked me into the USAF base "Auto Training Center" so I could inspect all the brakes and look under the car while he was at work. At that time he was a T-6 instructor pilot for your USAF. I was also curious to see if there was any rust since it was a Pensacola car, but once it was on the rack I found it looked great with no rust issues. I also used the time to try out the 3M headlight polish kit on one of the headlights. This kit worked very nicely, but I needed at least one kit per BMW headlight on the E39. I would say three of those 3M kits would work to clean up both lenses on the E39 headlights. By the way, those of you who have been or are in the armed services know what a great facility these are for our service men and women: Only \$12 to use whatever tools I needed all day, including the lift, plus access to people that know autos. And this day was a bonus as it was a beautiful sunny day in Texas with T-1s, T-6s, and T-38s flying all around me.

After two days in Del Rio with my son and daughter-in-law I turned to

the MKIV Navigation system to show me the way to some customers of mine who had invited me to stay with them at their winter home in Tucson. I couldn't judge how long the pads would last, so I figured I would make it a gentle drive for the 900 miles to Phoenix. If you ever wanted to see an M5 driven like a hybrid, that would have been me driving to Arizona. Although I will admit that on those sections that seemed to run to infinity there was considerable distance to "cool down" after taking the beast "off-leash." And there were many long stretches of interstate between southwestern Texas and Tucson.

Ed and Nancy graciously opened their cozy home for me for the night, a well appointed southwestern home high above Tucson. Once I made sure they were taking good care of their CR-V, Nancy made a delicious dinner for us. The next morning (too soon!) Ed was up at 4:30 to send me off to my front brake appointment in Phoenix. Chapman BMW replaced the front rotors, pads and sensor under the BMW service contract. They said it cost over \$1,000 for new front rotors, pads and sensor, but it didn't matter, as all the brake work was completed at no cost to me. They said the rears would last another 4,000 to 7,000 miles, and they wouldn't be able to replace them because there was no brake warning light for the rears and they measured within spec as well. Well folks, the rear pads have lasted

another 10,000 miles so far—I still have those rear pads from San Antonio. There must not be much rear brake bias.

While I did have the service records on what was replaced and repaired, I just didn't have the specifics spelled out to me, which my service advisor at Chapman BMW (Rob Isbell) was kind enough to explain to me. He showed me (at that time) I had a M5 with a 22k mile old engine and a 19k mile old clutch. I was very pleased with this news. It has a BMW crate remanufactured S62 engine. At the BMW dyno session last year we found it to be a strong stock engine as it has 357HP at the rear wheels. Evidently the original engine had a list of issues that were brought to light by a bad knock sound. Evidently some bolts had worked loose inside the engine, which led to more issues, and thus a replacement was necessary. Is it bad to have bolts bouncing around inside a V8?

When I crossed the desert wasteland of southwest Arizona, I remembered that was the place where the winds can sand blast the paint on a car. It was my good fortune that the winds were calm that day. I stopped for fuel in Quartzsite to top off before going into the high gas price state of California. It was quite a circus in Quartzsite—trailers and motor coaches everywhere. It was like a carnival/street fair for the traveling crowd.

After saying hi to my folks and in-laws in the Palm Springs area, I picked up the engineer from my StorageTek days at Bass Pro Shop—what a store! I had not been in one before. The live fish in the stream and tank reminded me of the Cabella's store in Idaho. I was ready for a break and for some reason I didn't have to twist Scott's arm at all to take over the driving duties. He did have to deal with very thick fog north of LA for about an hour, and it rained the entire segment to our stop in north of Sacramento in Woodland, CA. During the slow fog driving he was registering 31MPG on the computer. We arrived at 3:20 a.m. in Woodland, CA to top off with fuel and get a few hours of sleep. I left some coins under my pillow for the fair weather godmother, hoping for no snow on the border or Grants Pass.

Continued on page 14

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E39 M5



Photo by Jason Tang.



Photo by Jason Tang.



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Photo by Jason Tang.

Photo by Jason Tang.



Photo by Doug Barritt.



Photo by Jason Tang.



Photo by Jason Tang.



Photo by Chris Cramer.



Photo by Mark Baker.



Photo by Mark Baker.



Photos of Mark Baker's 2003 M5 from "One Man's Journey" starting on page ten.

One Man's Journey *Continued from page 11*

Holy speed trap Batman! Between Sacramento and Redding they seemed to be every couple of miles. Trapster came in handy. We saw:

- Airplane enforcement (signs anyway)
- "Disabled" sedan with hood up and trooper hiding behind the lid hitting folks with laser
- Troopers using parallel service roads to get speed through pacing
- Hidden in dense bushes
- Hidden behind overpasses
- Sitting up on the overpasses hitting traffic that had just passed
- Running behind you for a while with the radar on, then turning it off for a while to see if you got careless and hitting you with it again after a couple minutes

Later on that final, very long day of Friday, we were able to see snow-capped Mt. Shasta and then proceeded to cross over a bone dry Grants Pass. As we

descended into Oregon, I discovered a new rule to add to my "Book of The M5." Thou shall not press heavily upon the pedal of acceleration when thy indicator of fuel quantity is below 1/4 and the idiot light for low fuel is on. Should ye fail to heed this precaution thy drive enjoyment shall be taken from thee.

Under these conditions the engine management computer switched to very low power and a REALLY bad idle. Not being familiar with limp-home mode yet I was freaking out thinking that I had blown the engine in my "new" M5! Scott kept a level head and used his Sprint PC connection to do some research on M5board.com. He found the simple solution: Shut it down, put more gas in, and turn it back on. News Flash: Humble Lotus owner gives new life to BMW owner.

We made it back to Seattle safe and sound with no tickets. And for a casual six day trip of almost 3,500 miles with-

out encountering any snow in January, I was ecstatic. Having driven an E39 M5 in a snowstorm roundtrip from Edmonds to Kirkland earlier that month I was very, very, grateful for no snow or ice considering the wide summer Michelin PS2s on the rear of the car.

In summary, the E39 M5 is a tremendous highway cruiser; the exhaust has a wonderful note at full throttle, but does not intrude on the senses when cruising. It has way too much power available at most any speed if you drop down a couple of gears to grab it (or plenty of power if you don't bother to change gears). Hills and mountains feel flat and curvy roads straight. On this trip I truly enjoyed the E39 M5. It is quite a car to drive across country in—my favorite to-date in every way.

I'd do it again in a heartbeat. Anybody have an E39 M5 they need to have driven across the United States?

TRIP SUMMARY/STATISTICS

START: Left Pensacola, FL on Sunday, January 18 at 7 p.m.

FINISH: Arrived in Everett on Saturday, January 24 at 2:20 a.m.

STATE TALLY: Went through ten states via I-10 to I-5.

SHORTEST DRIVE: Sunday 181 miles from Pensacola to Slidell, LA.

LONGEST DRIVE: Thursday 949 miles from Tucson, AZ to Woodlands, CA.

PEOPLE: Had a great time with friends and family.

ENTERTAINMENT: Most of the sound entertainment was provided by the S62. I listened to barely three songs on one CD and was entertained by a "southern" radio talk show in East Texas. That was it for the M5 electronic audio system until Scott took over driving duties in Los Angeles, then we listened to his iPod's road trip playlist.

DISTANCE: Traveled 3,487 miles.

FUEL CONSUMPTION: Used 161.2 gallons of Top Tier premium fuel.

FUEL PRICE: Lowest premium fuel price of \$1.899 at Chevron in Del Rio, TX and Shell in Seguin, TX.

Highest premium fuel price of \$2.499 at Shell in Woodland, CA.

MPG: Averaged 21.62 MPG on the trip. (MPG calculated using miles and gallons, not by using the BMW Trip Computer. The trip computer was 1 MPG higher.)

BRAKES: Got a complete new set of front brakes for zero cost at Chapman BMW in Phoenix due to BMW service contract.

WEATHER: Had sunshine and clear skies in nine states, rain in California and a little sprinkle at night in Arizona.

You can meet Mark and see his E39 M5 in all its glory at the Concours d'Elegance on July 25.

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BMW E39 M5 “The Beast”

BMW UNLEASHED the E39 M5 in the North American market in 2000. Unlike its predecessors, the E39 M5 was not hand built at the BMW M factory; it was produced on the same assembly line as the normal E39 5-series at the Dingolfing factory in Germany.

Introduced in 1998 at the Geneva Motor Show, production did not begin until late October of that year. A total of 20,482 E39 M5s were made from 1999 to 2003. BMW M produced three versions of the E39 M5, the European LHD and RHD versions, and the North American specification version.

Under the hood of the E39 M5 is the highly tuned S62 V8 engine, which displaces 4.9 liters and produces 394 bhp. The engine features a 7000 rpm redline, Double-VANOS, which varies the intake and exhaust valves for both cylinder banks, and individual throttle butterflies for each of the cylinders, allowing for a much faster engine response time.

All E39 M5s are equipped with a Getrag Type D six-speed manual transmission, a reinforced clutch, rear dif-

ferential utilizing a shorter 3.15:1 ratio, and a limited slip differential with 25% maximum locking.

The E39 M5 suspension shares its basic aluminum-intensive MacPherson strut/multi-link design with the V8 powered E39 5 series. However, several changes were made by BMW M including reduced spring height, a specific shock valving, thicker front and rear sway bars, polyurethane auxiliary springs, and steel ball joints.

Like all V8-powered E39 models, the E39 M5 is equipped with a recirculating ball steering system. It features a Servotronic vehicle-speed-sensitive power assist which provides two levels of assistance controlled via a console-mounted Sport button. The Sport button also adjusts the electronic throttle butterflies for faster throttle response. The E39 M5 is equipped with four-wheel vented disc brakes measuring 13.58 inch diameter in front and 12.91 inch diameter in the rear. The lower unsprung weight improves ride quality and traction on bumpy surfaces as well.

It is electronically limited to a top speed of 155 mph, making it the fastest 4-door saloon in the world at the time it was manufactured.

The official BMW of North America statement (mentioned in the 2003 brochure) for the acceleration time from 0-60 mph is 4.8s; although many reviewers claim to have achieved this in under 4.5 seconds. It is electronically limited to a top speed of 155 mph, making it the fastest 4-door saloon in the world at the time it was manufactured. Once delimited, top speeds of 187 mph indicated and 180 mph actual speed are said to be possible.

We can't wait to see your M5 at the Concours on July 25.

Source: Wikipedia.

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The PRO3 Line

Hi All,

Steve Schaeffer here substituting for Mike Olsen this issue. Mike had to finally miss a weekend of racing. Sadly, he picked one heck of a racing weekend to miss.

This was the "Oregon Raceway Park Founders Grand Prix." We have waited for many years in anticipation for this new racetrack to open. Team Continental, one of the several racecar clubs that make up Conference racing, had been trying to open up a track of their own for many years. Finally, work began in earnest four years ago. We nearly made it there last year, but this year it was finally certified.

It is not often one gets to christen a new racetrack; it happens only every thirty to fifty years around here. I certainly didn't intend to miss it. I wasn't able to secure a renter for my racecar, but that did not stop me. At a new track, nobody has an advantage with respect to track time. I wanted a chance to compare my learning skills against others.

Ken Hill and I both took off from Seattle after work Friday. Ken was towing both his and Wes' racecars in their 30-foot trailer, and I had my car behind my van. With a stop for gas and dinner, the trip took about five hours. It is located south of Goldendale, WA. If you haven't been to the gorge area recently, you will be shocked to see the wind farms that have gone up. The entire horizon is filled with these large turbines.

Come to think of it, that might be the easiest way to get electricity to the pad-dock. It is pretty deserted! It is located near Grass Valley, Oregon, population 160. It grew more than double that weekend as we had 175 cars or so registered. It took around eighty volunteers to run the event.

So, the racing weekend begins, for most of us. Turns out many racers were there on Friday for a test and tune. I'm already disadvantaged! I climbed into the truck with the rest of the group for a track orientation. My first thought is how many blind crests and corners there are. It has been documented on these pages before, but this track was going to prove challenging. There are telephone poles and plenty of clouds to orient you, but it was going to just take track time to learn its secrets.

There are telephone poles and plenty of clouds to orient you, but it was going to just take track time to learn its secrets.

Out on track for first practice, and I'm behind Rick Emerson. All I can say is we looked like a couple of drunks out there, missing our marks, and trying to find a clue. I didn't have time to mount

my new transponder to my car, and I didn't care. First qualifying felt much better, and I thought I'd turned in some heroic times. Nope: 2:04.88, and the fast guys were breaking 2:00. Turns out the PRO3 group didn't let me down; the competition to improve lap times was ferocious. The big surprise was the two 325e racecars there. Tucker Sheppy and Eric Blois race in the ITA class, but their eta-motored cars were qualifying in top of the game PRO3 times.

That night Team Continental (TC) had an after party in the pavilion in Grass Valley. It was a very well attended ceremony with a terrific catered meal. TC had a lot to be proud of. A large bunch of 'fastest lap' awards were handed out.

Later that evening Bob Mearns invited us to his RV to share wine and discuss this wonderful new track. The signature turn, the half-pipe, is a true delight. It feels like a video game. It is in the meat of third gear, and the car just feels anchored to the track. There's a corner called Pucker Factor, but I submit there are several turns that should share that name, i.e. PF1, PF2, PF3. There is 400 feet of elevation change per lap. It is a very busy third and fourth gear track. Someone commented we might as well put duct tape over our gauges. There's not much time to inspect them between checking your mirrors and the flag stations, your co-pilot.



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PRO3 to Race with NASCAR July 17-18

I went to bed, and planned to drive the course in my head a few times to visualize where I could go faster, as I now felt very familiar with the track. I made it to Turn 2 before falling fast asleep. Yes, I was tired from this stressful day! It was physically and mentally difficult, as the winds were consistent and very strong. Bring your Chapstick.

On Sunday, race day, the weather was a bit better. I'd made some changes to the car, but on morning qualifying I felt the car was pushing too much so I came in after three laps. My first lap was my fastest, 2:02.94. It didn't feel two seconds faster, but there you go: track time and visualization, I guess. I'd qualified right behind my buddy Rick Emerson. I think it was Dave Karraker who'd stated he'd dropped a second from his earlier qualifying and only moved three spots DOWN on the grid! Everyone was improving lap times with every session out there. The fastest PRO3 cars were in the 1:58s, as was Tucker Sheppy in his eta. The eta motor has its revenge! This track favors strong mid-range torque.

Come race time and the skies were lightly drizzling. Some of us made the switch to rain tires, but I didn't bite this time. Correct choice. It was a great clean race, with plenty of passing opportunities. I got separated from a main pack on the first lap but I got to fill Rick Emerson's mirrors for most of the race. I suspect this track is wearing on brakes and tires. I am just standing the car on its nose for some turns. I turned a best of 2:01.76 during the race, another second shed. PRO3 newbie Brandy Willie took off for an early lead during the race and never looked back, a huge win for him. Jeff Van Lierop was a hard charging second, turning fastest lap of 1:57.613. Nineteen PRO3 cars had taken the green flag, with three novices upgrading that weekend.

This is an outstanding new track. It is well worth the time to drive there. I can't wait till our next venture there, and maybe having to learn the track driving in the anti-clockwise direction! Back to you, Mike.

Steve Schaeffer drives the Super Graphics PRO3 #118 in local ICSCC competition racing

ONE OF THE SPECIAL ADVANTAGES of PRO3 is that we get tapped fairly regularly to participate in special racing events—both inside Conference as well as outside ICSCC. This year, PRO3 has been invited to be one of the support races for the NASCAR K&N Pro Series race event at Portland International Raceway July 17–18. We have been a part of other support races in the past: USTCC (Portland, 2006/2007), and Eurasia Cup (Edmonton, 2009), but this will be the first time that PRO3 has been given its own run group in front of thousands of race fans as a supporting race for a nationally-recognized racing series. Arguably, the best possible exposure any of us could hope for considering our relatively obscure niche in the national racing community. Needless to say, the PRO3 group is excited for this newest opportunity.

The main event is the NASCAR K&N Pro Series 125, formerly known as the Winston West and Camping World West Series. Many of the cars competing in this series previously competed in the Winston/Sprint Cup and Busch/Nationwide Series. The cars are built to the specs of the pro series' rules and should prove to be an exciting event to watch. Drivers who have competed in the events include Greg Biffle, Kevin Harvick, Jimmie Johnson, Kurt Busch, Mar Martin, and Michael Waltrip.

As of this writing, PRO3 will have a grid of thirty cars competing in its own PRO3 race. The format for the weekend is a big departure from the typical ICSCC weekend. Practice sessions start Friday for the teams with qualifying on Saturday. The qualifying order will be determined by the results of a thirty-minute qualifying race starting at 4 p.m. on Saturday. This is a rather unique-to-us format as we will not have the option of stopping mid-session to make car adjustments. Likewise, there will be no need to look for clear track as the one flyer lap will not count—only the finishing order from that race will determine a car's placement on the grid. And knowing this group, the qualifying race may very well be just as exciting as the race itself!

The Sunday schedule will be full of racing for the fans. PRO3 drivers will take part in the autograph session starting at 11 a.m. followed by the race start at 12:15. This will be a forty-five-minute race (fifteen minutes longer than your typical ICSCC race).

Interspersed between PRO3 and the main NASCAR race are two stock car series races: Great American Stock Car Series (GASS) and the Stock Car Series for Vintage NASCARs. The main event, NASCAR K&N Pro Series race, will start later Sunday and will run for approximately two hours and will be broadcast on SpeedTV at a later date. Last year's event hosted 15,000 fans which was the largest motorsports weekend of the summer in Portland. Planning to attend the event? Here's what to expect: a weekend pass is \$35 per person; discount tickets will be available at local Portland area Bi-Mart stores. A pit pass offering full paddock access will be available for an additional \$10. In both cases, kids 12 and under are FREE! There will be RV parking available at the event, check the promoter's web site for additional information: www.portlandnascar.com.

We will have a special treat to offer BMW CCA members and their friends. The newly-formed Oregon chapter of BMW CCA will co-host a hospitality tent with BMW CCA Puget Sound Region to offer a respite from the sun a chance to mingle with other BMW CCA members, meet PRO3 drivers and crew, as well as offer light snacks throughout the day. The tent will be centrally located in the PRO3 paddock.

So plan to make the short trek south to Portland mid-July to watch and support your local PRO3 racers as they introduce a NASCAR audience to some great-looking BMW race cars!

Michael Olsen, PRO3 #130, rickshaw_racing@yahoo.com



944 CUP/PRO3 Comparison

THE LOCAL CHAPTERS of both the BMW and Porsche car clubs have been terrific feeders for the local amateur racing scene, capturing drivers and instructors from their High Performance Driving Events. It's a logical step from club Driving Event driver to DE instructor, to racer. One of the big questions in the last step of this progression is "What car to race?" A major component of this question is cost. Racing is expensive, period. No excuses or explanations, it just is. But more than just a few local amateurs have figured out a way to maximize their racing fun by developing "entry level street cars" into competitive racing cars. It's been great to watch these groups grow over the last few years here in the Pacific Northwest, to the point now where they offer some of the best road racing I've witnessed anywhere.

They've managed to create a fairly level playing field that rewards driver skill and development and doesn't overwhelm the newbie with complicated vehicle set-up or prep. They've created formulas for their respective cars that make sense to the racer that doesn't want to jeopardize his or her financial situation at home. In short, they've maximized fun and minimized cost and maintenance time commitments. I'd like to take a minute and introduce all of you to two of the least expensive ways to go road racing locally, while still maintain-

ing loyalty to your favorite brand. For those of you that like driving but aren't familiar with these racing classes, please meet the Porsche 944 CUP car and the BMW PRO3.

I've done a very quick comparison of the two cars here, but it's good enough to give you an idea of how close these two cars actually are. (If this generates some curiosity, please see the accompanying article on the upcoming race where you'll be able to see these two cars go head to head.) The cars are very capable and very close on the track with the majority of both fields in the 1:41:xx times at Pacific Raceways. For those of you regular track junkies out there, you know that's quick, especially when you see the horsepower these cars pack!

The philosophy behind these cars is identical, which goes a long way to explaining their rising popularity. They are both modified street cars that are readily available on the open market. These aren't limited production or special "go fast" editions, just plain models that were produced by the thousands. They are plentiful, and most are old enough to be reaching the end of their useful life as a reliable street car. As a result, the initial purchase price is low, generally under \$2,000. They both have proven to be relatively inexpensive to keep up mechanically. In street car trim, they would easily reach 200,000 miles with basic maintenance. Combine bullet-

	BMW PRO3	944 CUP
Series	PRO3, only in the Pacific Northwest under ICSCC Sanctioning. Based on the 1987-91 BMW E30 325i	944 CUP, Nationally with SCCA, NASA and PCA. Based on the late 1970s to mid 1980s Porsche 944/931. Multiple classes are run with different specs nationally. Cars in the Northwest run under the SCCA rules for 2.5 liter.
Engine	2.5 liter M20 2-Valve 6 cylinder	2.5 liter water cooled 4 cylinder
Transmission	5-Speed	5-Speed
Horsepower	Range 158-162 (with engine modification restrictions that limit output)	144hp is the maximum allowed. There is a formula for determining power with torque, Dynojet dyno testing required.
Intake	Basically stock from AFM to intake valves. Any air filter may be used.	Must be stock from AFM to intake valves. Any air filter may be used.
Exhaust	Open, provided it meets with sound requirements	Open, provided it meets with sound requirements.
Race Weight	2650 lbs. minimum (with driver)	2600 lbs. minimum (with driver)
Ride Height	5 inches at the rocker panel	5 inches at rocker panel
Bodywork	Standard bodywork (as originally offered in North America)	Standard bodywork as offered OEM. A spoiler may be added to the front per SCCA.
Brakes	OEM standard calipers and rotors, brake pad material open	Standard calipers and rotors are used, brake pad material open.
Wheels	14 and 15 inch, up to 7 inches wide	15x7 and 16x7 are the two sizes allowed
Tires	Toyo RA1 or 888 in a 225 width	Any tire may be used. The Hoosier R6 seems to be the favorite in a 225/50 size
Safety	Minimum safety standards as set by the sanctioning bodies including roll cage, window net, fire suppression and more.	Minimum safety standards as set by the sanctioning bodies including roll cage, window net, fire suppression and more.
Strengths	Overall balance of power, braking and handling. Good characteristics at the limit, easy to control and safe when slightly over the limit. Rugged chassis.	Braking, overall handling. Good weight distribution makes for calm handling at the limit. Rugged chassis.
Weakness	Aerodynamics. Out of a draft, real limits on top speed.	Horsepower. Momentum mid turn is mandatory.

proof engines and transmissions with relatively cheap rebuilds (compared to the bigger six or eight cylinder brothers of the same brands), and you've got a pretty good start to a race car. They also have an advantage of having plenty of used parts in the market place so such things as body panels, bumpers and tail lights are easy to come by for that occasional "racing incident." Combine all of that with limits on modifications which limit power and speed, and you've got a formula that is producing incredibly close racing, where driver skill is making the difference, while not sending any of the drivers to the poor house. Instead of budgeting thousands for a mid-season engine rebuild, they budget for more entry fees. They're spending more time at the track and less time in the garage dreaming.

Look over these two vehicles and see what you think! Pick a favorite and consider which one would look like in your garage. The 944 Cup can be built for somewhere around \$15-17,000. The PRO3 can be competitive in its class for slightly more. Both are a bargain these days in the racing world. If you have any questions about these cars, or amateur racing in general, please ask! Greg Fordahl is the "go to" guy for all things CUP. He can be reached at greg@fordahlmotorsports.com or you can go to SCCA.com or www.44cup.com/rules for basic rules and build specifications. Please feel free to contact me with anything PRO3 related. Wes Hill at wes.hill@earthlink.net or go to ICSCC.com for information on the PRO3 regulations.

Wes Hill



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My First BMW

I WAS NOT LOOKING for my first BMW, an unassuming silver on black 1980 320i. It was looking for me. This was about twenty years ago, and I remember thinking to myself, "So this is what all the fuss is about?"

It was around 1991 which seems like a hundred years ago now. I was just sideswiped by the fall of the aerospace industry and headed for a new career, although I didn't know it at the time. My sudden and unexpected reduction in aerospace employment came at a difficult time for me. I had just purchased a Ford pickup with payments that I suddenly found difficult to make. I could either make the payments or feed my family and for some reason my family expected to eat.

One of my many and illustrious brothers had taken a liking to my pickup and offered me a paid-for car (along with a little cash from me) to take the truck along with the payments off my hands.

The car he offered was the BMW 320i. It was a dirty little thing; in fact I was not sure what color it was. It had seen many moons without a proper bath and some TLC. He had spent thousands of dollars on a starting issue to no avail and was tired of the dance.

I took the little car in and spent a couple of days washing, waxing and loving the little fella. Two weeks later my brother came by and couldn't believe it was the same car. It was now a pretty little silver devil with some personality. It was a coupe complete with a four-speed, sunroof (that I fixed) and shiny little wheels that I spent hours bringing back to life.

I was continually shocked at people's reaction to this car and I came to really love the way it handled. Even though it was not a powerhouse, it was fun to row through the gears. Oh and the starting problem, it never went away. I found that when it reared its head I would just keep my foot on the floor until it started. Unconventional I know, but it always worked.

As I said this car was apparently looking for me and we had some good times together. I eventually fell head over heels in love with the whole experience. That was two score and many BMWs ago but I never forgot that little 320 and have wished many times I still had it. Just imagine that little car with a 3.5 motor and few other goodies and bits. It would still turn heads and, in the words of Forest Gump, "Run like the wind blows."

Dave Cook
dacook@liv2drv.net



M-Car Day at Griot's Garage

August 22

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. Mark Sunday, August 22 for a very special day of camaraderie to celebrate all things rated M. Our hosts will be Griot's Garage at their new facility in Tacoma near the Tacoma Mall with additional support from Haury's Lake City Collision.

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! In order to qualify for the free lunch, we need an RSVP from you no later than Tuesday, August 17. 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 you RSVP, 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 10:30-11 a.m. The

BBQ lunch will be served around noon time. 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 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, please RSVP by E-mail to me.

Lance Richert, '88 M3

E-mail: Lance@Richertnet.com

Cell: 425-443-2188

Griot's Garage
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www.griotsgarage.com

Diesel SIG

WE TOOK A 335d to the dyno event in Kirkland last month to see if they could test its stock prowess. We are attending tours, Burgers & BMWs, the above mentioned dyno event, the upcoming Concours and even Bimmerfest at the Rose Bowl! More and more people are becoming aware of the Diesel SIG. We have been reaching out to let everyone with diesel interest, ownership and background to participate.

BMW diesels are in their third model year since we bought our diesel 335d last August, so there are a lot of opportunities for people to become diesel owners. There are plenty of incentives to buy BMW Diesels, including tax credits, Eco credits, European Delivery (335d) savings, Performance Center delivery, and significant fuel economy. 16 Gallons = 600+ miles.

Please email me at bmwdiesels@googlemail.com if you'd like to get involved and join us in gaining more knowledge and enjoyment in the BMW Diesel Welt!

Rob Barnett



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BMW's For Sale

2008 M3 Coupe: VIN# WBSWD93598PY41630, Original owner, 3,600 miles, no damage, no paint, no track, no smoke, no mods of any kind. Sticker \$72,400. Factory warranty until 7/2012. Jerez black metallic/black Novillo leather, carbon roof, DCT, Cold weather pkg, Premium pkg with carbon leather, Technology pkg, 19" wheels, PDC (rear), iPod and USB adapter, HD radio, Sirius radio, enhanced premium sound. More info, pictures, sticker copy available. \$52,500. Contact Dave Wilder at 360-299-0516 or davidwilder3@gmail.com.

2007 335i Coupe: WBAWB73507PO35589 Montego Blue Metallic/Black interior with walnut trim. 8,164 miles. Six-speed Steptronic transmission. Sport package, 18" wheels, sport steering wheel w/paddle shifters, sunroof, Logic 7 premium sound system w/iPod adapter, park distance sensors, 3M invisible bra. Absolutely impeccable—no scratches, dings or chips. Never raced, rallied or tracked. Oil and filter initially changed at 2,000 miles and every 3,000 miles since. Always kept in heated garage. Full year left on factory warranty. \$31,950. Contact Tom at 503-522-8426 or tdlcgreen@hotmail.com.

1999 M3: Estoril Blue with Mulberry Gray leather. Five speed manual. 75,000 miles. Excellent condition, original owner, non-smoker, always garaged, no dings or dents. New PS2s and battery. 3M rock protection film. 35% tint. Limited mods: X-brace, Rogue SSK, Stoptech rotors/SS lines, Axxis ULT pads and Supersprint cat back. Recent Inspection 2. \$12,500. Contact Bill at bmar@uw.edu or 206-685-3771.

1997 540i 6spd: Nice car with 150,000 miles, premium sound w/6disc changer, upgraded heated seats, sunroof, dual climate control, DSC. E39 540s were rated "best sport sedans" for years running for a good reason with their balance of performance and luxury and the more rare six-speed cars with better tuned suspensions and brakes. Second owner since 2000. I have four vehicles, need to sell, \$5,995 call Jerry 360-470-0509.

CLASSIFIED MARKETPLACE

1995 M3 Coupe: arctic silver on black leather, automatic with sport mode, luxury interior package, 135,000 miles, power/heated seats, working sunroof, no rust, chipped, OBD1, K&N filter, new Yokohama tires, extra parts, adult owned and maintained at Strictly BMW, clear WA title, service records, \$7,900 obo. Contact Nick at 425-770-0616 to arrange a test drive.

1983 633CSi with 5 speed manual: The car is near perfect; BMW Bronzit in color (no rust anywhere). Maintained to the nth degree. All original beige interior leather in excellent condition. Even the cording has no wear spots or color deteriorations. No ware, stains or dirt spots on carpet. The paint is original with outstanding gloss. Car always garaged and hand Carnauba waxed yearly for shows. No body damage. I am second owner. Tires are Dunlop SP2 225x16 on custom rims with 70% tread. Five original BMW factory rims and factory spare. AM/FN CD dash mounted Pioneer with Pioneer CD changer in trunk. Perimeter alarm system. 126,000 miles. Full factory paper service manuals (600 plus pages) plus many other manuals. Engine bay very clean. Passed all smog. (Serious buyers only.) Price \$8,500—includes all above. Contact Jerry at 253-848-2202 or J.D-Reichert633BMW@q.com for extensive description or photos.

Parts For Sale

Wheels: Four Revolution RMX track wheels, 16 by 8 inch, 120 mm bolt circle, 5 lug, 38 mm offset. Presently mounted with used-up Michelin Pilot Sport Cup 225/50ZR16. \$500. Call Rick Pirret at 425-577-4951 or email rpirret@verizon.net.

E36 Parts: ZKW ellipsoidal headlight set NIB \$300. Autolamps Online H1/D2S HID kit with Phillips lamps and ballast NIB \$300. Eastern Motorwerks VDO gauge kit with sunglass holder panel, senders, JTD distribution block and custom wiring harness NIB \$250. JT Design aluminum underpanel NIB \$100. JT Design front strut brace NIB \$350. Eibach E36 M3 sway bar kit NIB \$240. Scheel sport seats with black fabric unused \$350. Covercraft NOAH car cover \$50. Contact Bill at bmar@uw.edu or 206-685-3771.

Three Series Wheels with Blizzak Tires: four genuine BMW 7 spoke wheels 7J x 16 with Bridgestone 205/55 winter tires driven one season, tread depth 11/32"—12/32". Don't know which models these will fit, but you probably do! Wheel stampings: 7J x 16 H2, IS 47, BMW 1 094 498, K5, KAG, BM 316007. Call/email for pictures. \$400 obo. Contact Dave Wilder at 360-299-0516 or davidwilder3@gmail.com.

Seats: Black leatherette manual pole position sport bucket seats. In new condition, except one scuff on drivers bolster. Photos available. \$295. Contact Jon Ackermann at 425-829-4175 or coloradodesign@aol.com.

Set of Four 17" BMW OEM Style 57 Wheels: They came off my 2002 X5. Some life left in the 235/65-17R Nokian Hakkapeliitta snow tires. Great for a second set of winter tires. Located in Kirkland. \$600. Call Brian at 801-322-1140 or send email to bpk@bki.org.

BMW's For Sale

Puget Sound Region Club Logo Merchandise for Sale: You can find the BMW CCA Puget Sound Region logo embroidered on a variety of clothing, bags, and sports gear at www.bmwpugetsound.webstore.us.com. There are also a limited amount of long sleeve and short sleeve white T-shirts with the silk screened logo available through Lynne Eskil. Just a handful of grey sweatshirts are also available. Please contact Lynne at lynne.d.eskil@boeing.com for details and pricing information.

June 29: August Issue

August 3: September Issue

August 31: October Issue

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